

APPROVED

September 11, 2007

Michigan State
Administrative Board

Lansing, Michigan

September 4, 2007

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, September 4, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Deputy Legal Counsel, representing John Cherry, Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Jean Shane, Special Assistant, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Diana Quintero, Department of Information Technology; Elise Lancaster, Craig Orr, Janet Rouse, Department of Management and Budget; Pam Lavender, Department of Transportation

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved to approve the minutes of the regular meeting held on August 21, 2007. The motion was supported by Ms. Shane and unanimously adopted.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedule(s):

DEPARTMENT OF COMMUNITY HEALTH, Bureau of Health Professions,
Investigation Division, 9/4/2007

Mr. Hank moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

September 4, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **August 28, 2007** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Kristi Broessel, Department of Community Health; Joel Storchan,
Department of Information Technology; Mark Hoffman, Sheryl
Mase, Department of History, Arts, and Libraries; Sherry Bond,
Elise Lancaster, Craig Orr, Janet Rouse, Department of
Management and Budget

The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with Items 18(1) of the regular agenda, the claim of Shawnell Campbell, and 18(2) of the regular agenda, the claim of Monique C. Wallace, tabled. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on September 4, 2007, Items 5(4) and 8(4) were withdrawn by the Department of Management and Budget.

A G E N D A

FINANCE AND CLAIMS COMMITTEE

August 28, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

September 4, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.

At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

Approval of items on this agenda authorizing expenditures in the
fiscal year beginning on October 1, 2007 and ending on September 30, 2008
are contingent upon the enactment of appropriations for the fiscal year
beginning on October 1, 2007 and ending on September 30, 2008.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

- | | |
|---|---|
| 1) Charlevoix Conservation District
Boyne City, MI | \$ 25,840.00 Amendment
\$ 34,440.00 New Total
FY07-08 100% Federal Funds
Amendment for additional funds
and to extend by four months
the existing grant for
Conservation District
Operations to include Emerald
Ash Borer trap tree services |
| 2) Chippewa-East Mackinac Conservation District
Sault Ste. Marie, MI | \$ 52,190.00 Amendment
\$ 61,790.00 New Total
FY07-08 100% Federal Funds
Amendment for additional funds
and to extend by four months
the existing grant for
Conservation District
Operations to include Emerald
Ash Borer trap tree services |

1. DEPARTMENT OF AGRICULTURE continued

3)	Montmorency Conservation District Atlanta, MI	\$ 26,520.00 Amendment \$ 81,520.00 New Total FY07-08 100% Federal Funds Amendment for additional funds and to extend by four months the existing grant for Forestry Assistance to include Emerald Ash Borer trap tree services
4)	Marquette Conservation District Marquette, MI	\$ 77,605.00 Amendment \$ 132,605.00 New Total FY07-08 100% Federal Funds Amendment for additional funds and to extend by four months the existing grant for Forestry Assistance to include Emerald Ash Borer trap tree services
5)	Houghton-Keweenaw Conservation District Houghton, MI	\$ 79,220.00 Amendment \$ 134,220.00 New Total FY07-08 100% Federal Funds Amendment for additional funds and to extend by four months the existing grant for Forestry Assistance to include Emerald Ash Borer trap tree services
6)	Delta Conservation District Gladstone, MI	\$ 55,845.00 Amendment \$ 110,845.00 New Total FY07-08 100% Federal Funds Amendment for additional funds and extend by four months the existing grant for Forestry Assistance to include Emerald Ash Borer trap tree services

2. DEPARTMENT OF COMMUNITY HEALTH

1)	Eagle Media Systems, Inc. Eagle, MI	\$ 7,475.00 Amendment \$ 31,475.00 New Total
		FY07 100% Federal Funds
		Additional funds for one-year grant to provide funding for the continuation of annual preventative maintenance with FCC check of backbone equipment including base stations, consoles and antenna systems for the Community Health Emergency Coordination Center (CHECC)

3. DEPARTMENT OF CORRECTIONS

1)	Catholic Social Services of Lenawee County Adrian, MI	\$ 50,000.00 Amendment \$ 400,000.00 New Total
		FY07 100% General Fund
		Additional funds for substance abuse treatment for prisoners, parolees and probationers

4. DEPARTMENT OF HISTORY, ARTS, AND LIBRARIES

1)	Various (Listing on file)	\$ 12,441,000.00 Total
		FY08-10 90% Federal 10% GF
		To provide Michigan residents with a core set of information tools, available to them anywhere at anytime via the internet

5. DEPARTMENT OF HUMAN SERVICES

1)	Various (Listing on file)	\$ 4,219,443.00 Total
		FY07-08 100% Federal Funds
		One-year grant to tutor and mentor minority students in 69 Metro Detroit public schools

5. DEPARTMENT OF HUMAN SERVICES continued

- 2) Kent Intermediate School \$ 40,000.00 Total
Grand Rapids, MI **FY07-08** 100% Federal Funds
One-year grant to improve
academic performance throughout
Kent Intermediate School
District
- 3) MSU, 4-H Peer Mentoring \$ 315,146.00 Total
East Lansing, MI **FY07-08** 100% Federal Funds
One-year grant to fund and
support the Learn and Serve
Program - mentoring
disadvantaged youth
- 4) Montcalm County Family \$ 36,000.00 Amendment
Division Court \$ 60,000.00 New Total
St. Ignace, MI **FY07-08** 100% General Fund
Additional monies for
employment of additional
attendants to provide holdover,
home detention and
transportation to juveniles
- 5) Lutheran Child and Family \$ 29,000.00 Amendment
Service, Inc. \$ 113,381.00 New Total
Bay City, MI **FY07** 100% Federal Funds
Additional funds for home-based
supportive services for
families/children in
delinquent, post adoptive or
foster care
- 6) Black Family Development, \$ 342,349.98 Amendment
Inc. \$ 1,532,413.98 New Total
Detroit, MI 100% Federal Funds (TANF)
Additional funds to increase
Families First services due to
closure of agency with previous
contract

5. DEPARTMENT OF HUMAN SERVICES continued

7) Various - JDMHC 07-series \$ 245,833.00 Total
(Listing on file) **FY07-08** 100% Federal Fund
Correction request to
reconsider program end dates
for Drug/Mental Health Courts

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1) Pano Randolph Professional \$ 4,000.00 Amendment
Services, Inc. \$ 28,900.00 New Total
Grosse Pointe Woods, MI **FY07** 100% Federal Funds
Contract to provide interpreter
services to the State Office of
Administrative Hearings and
Rules, Unemployment Agency
hearings as mandated

2) Michigan Aggregates \$ 40,000.00 Total
Association **FY07** 100% Restricted Funds
Okemos, MI The Grantee will develop and
provide a comprehensive Part 46
refresher Aggregates Industry
Training Program to be offered
throughout the State of
Michigan per Sec. 365 of P.A.
345

3) Dykema Gossett, PLLC \$ 24,500.00 Amendment
Lansing, MI \$ 105,500.00 New Total
FY07 100% State Restricted
The purpose of this SAAG
contract amendment is to
provide the Michigan Public
Service Commission with legal
advice, consultation, and
assistance in an appeal from
Court of Appeals' decisions
(Dockets 259845, 264099,
264131, 264156, and 264191) to
avoid conflict of interest with
the SOM and Attorney General

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

4) Statewide Workforce Development Boards (Listing on file)	\$ 2,490,000.00 Total FY07-08 100% Federal Funds (Wagner Peyser Funds) Grants to provide participants in the No Worker Left Behind program with up to two years' free tuition at any community college, university, or other approved training provider in the State to obtain a degree or other occupational certification in high-demand occupations
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SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

7. DEPARTMENT OF COMMUNITY HEALTH

1) Sanofi Pasteur, Inc. Swiftwater, PA	\$ 865,250.00 (One-Time) FY07 25% General 75%Private 071I7200211 Vaccines - TDAP- Tetanus, Diphtheria, and Pertusis-ADACEL
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8. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Compuware Corporation Detroit, MI	\$ 2,007,462.00 (3 years) FY07-10 100% Restricted 071I6200249 Contract Management System and Implementation Services
2) Electronic Data System, Corp Lansing, MI	\$ 3,889,440.00 (3 years) FY07-08 100% General Funds 071I7200218 Integrated Tax Project Control Office

8. DEPARTMENT OF INFORMATION TECHNOLOGY continued

3) Key Government Finance, Inc. \$ 859,076.28 (3 years)
Superior, CO **FY07-10** 100% Revolving Funds
Finance for Lease with Option
to Purchase Unisys Equipment

4) Symbiosis \$ 520,000.00 (3 years)
Okemos, MI **FY07** 100% Restricted
071I7200231 Michigan Public
Carrier Information System

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

5) Compuware Corporation \$ 166,400.00 (1 year)
Okemos, MI **FY07** 100% Restricted
To provide temporary employee
services to serve as the
Department of Information
Technology/Michigan Department
of Transportations FieldManager
statewide technical advisor and
subject matter expert

6) JL Stock and Associates \$ 180,500.00 (1 year)
Lansing, MI **FY07-08** 100% Federal
071I7200266 To select a
candidate that will work on
project teams consisting of MSP
business experts, MSP Project
Office Staff, DIT managers, and
DIT programmers and analysts

9. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Alpena Lawn Care & \$ 126,084.00 (3 yrs 25 days)
Alpena, MI **FY07-10** 100% Federal Funds
071I7200210 Lawn Maintenance
Service-Camp Grayling

10. DEPARTMENT OF NATURAL RESOURCES

1) JF New \$ 55,544.34 (One Time)
West Olive, MI **FY07** 50% Federal Funds
50% Restricted Funds
751I7200056 Invasive Species
Control

Tree Doctors \$ 17,000.00 (One Time)
Manistee, MI **FY07** 50% Federal Funds
50% Restricted Funds
751I7200056 Invasive Species
Control

11. DEPARTMENT OF STATE POLICE

1) BSD Robotics \$ 31,700.00 (One Time)
Queensland, Australia **FY07** 100% Federal Funds
551R7200026 Semi-Automated
Dried Sample Punch Instrument

12. DEPARTMENT OF TRANSPORTATION

1) Regional Economic Models, \$ 854,000.00 (5 years)
Incorporated **FY07-12** 80% Federal
Amherst, MA 20% Restricted Funds
084R7200251 To purchase the
Regional Economic Models, Inc.
perpetual software license and
maintenance support

13. DEPARTMENT OF TREASURY

1) Citistreet LLC \$ 83,403,680.00 (5 years)
North Quincy, MA **FY07-12** 100% Restricted Funds
(Paid by Plan Participants)
071I7200188 Third Party
Administrator (TPA) Services
for 401(k) and 457 Plans

CONTRACT CHANGES

14. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|---|
| 1) | Client Network Services, Inc.
Rockville, MD | \$ 15,842,909.00 Amendment
\$ 67,342,909.00 New Total
FY07-11 90% Federal 10% GF
071B6200168 Additional funds
to add hardware and scope
changes to the development of a
replacement for the Medicaid
Management Information System
for the Department of Community
Health |
| 2) | L. Robert Kimball &
Associates
State College, PA | \$ 100,000.00 Amendment
\$ 260,000.00 New Total
FY07 100% Federal Funds
071B6200282 Additional funds
for a six-month renewal option
to the contract for development
of the State Interoperability
Plan for the Department of
State Police |

Various RESTART Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
information technology for
various departments**

- | | | |
|----|---------------------------------------|---|
| 3) | Analysts International
Lansing, MI | \$ 176,800.00 Amendment
\$ 353,600.00 New Total
FY07 100% Federal Funds
071B9200390 Additional funds
for a one-year renewal option
to the contract to provide
support for UIA's technical
environment that includes a
server, application, network,
and LAN technical support to
ensure that its IT environment
is operating at a high degree
of efficiency and availability |
|----|---------------------------------------|---|

15. DEPARTMENT OF NATURAL RESOURCES

1) Marquette General Hospital	\$ 19,980.00	Amendment
Marquette, MI	\$ 76,794.00	New Total
	FY07-08	100% State Restricted
	071B3001070	Additional funds
		for a one-year renewal option
		to the contract for Medical
		Services and Physical Fitness
		Testing for the Wildland
		Firefighters

16. DEPARTMENT OF TREASURY

1) Global Insight	\$ 32,000.00	Amendment
Lexington, MA	\$ 139,100.00	New Total
	FY07	17% General Funds
	16% Restricted	67% Other
	071B5200112	Additional funds
		for a one-year renewal option
		to the contract for Economic
		Forecasting Services

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

17. DEPARTMENT OF CORRECTIONS

1) <u>Colleen Myotte</u>	\$100.00
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The claimant (07-SAB-100) requests \$100.00 reimbursement for her insurance deductible. While parked in the employee parking lot her windshield was chipped by a stone, there was an employee mowing in the area. The Department recommends approval of this claim.

18. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Shawnell Campbell \$250.00

The claimant (07-SAB-031) requests \$250.00 reimbursement for her insurance deductible when vehicle was damaged in parking lot. The Department recommends denial of this claim because the loss was not caused by reason of negligence or an action attributable to the State.

- 2) Monique C. Wallace \$500.00

The claimant (07-SAB-002) requests \$500.00 reimbursement for her insurance deductible when vehicle was damaged in parking lot. The Department recommends denial of this claim because the loss was not caused by reason of negligence or an action attributable to the State.

19. DEPARTMENT OF NATURAL RESOURCES

- 1) Donald Vickers \$120.00

The claimant (07-SAB-094) requests \$120.00 reimbursement for damage to his boat trailer when it fell into a large hole at the end of the ramp. The Department recommends approval of this claim.

20. DEPARTMENT OF STATE

- 1) Liberty Mutual Insurance Co. \$304.00

The claimant (07-SAB-075) requests \$304.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of August 28, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held August 28, 2007, be approved and adopted with Items 5(4) and 8(4) of the regular agenda withdrawn by the Department of Management and Budget at the State Administrative Board meeting on September 4, 2007. The motion was supported by Ms. Shane and unanimously approved.

APPROVED

September 4, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **August 29, 2007.** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Socorro Guerrero, Department of Attorney General; Sherry Bond,
Cindy Collins, Pat Mullen, Janet Rouse, Department of
Management and Budget

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 29, 2007 / September 4, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT
Photo Lab – Roof Replacement
File No. 071/06095.JRC – Index No. 53222
Low Responsive Bidder: Mid Michigan Roofing, LLC, Saginaw; \$297,364.00

Purpose/Business Case

The purpose of this contract is to replace the existing roof on the MDOT Photo Lab. The existing roof is eight years past its effective life cycle, out of warranty, and requires costly maintenance. Existing leaks have caused large areas of insulation to become saturated with water, reducing the insulating value and leading to potential health hazards.

Benefit

Replacing the roof will reduce maintenance costs, improve energy efficiency, and eliminate the potential of health hazards.

Funding Source

100% State Building Authority Funds

Commitment

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in the continued high maintenance and energy costs, and potential health hazards.

Zip Code

48821

REVISIONS TO CONSTRUCTION CONTRACTS

2. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Window/Storefront Replacement
File No. 071/06087.FAR – Index No. 53213
Carrier Construction Company, Inc., Hickory Corners; CCO No. 1, Incr. \$414,830.00

Purpose/Business Case

The purpose of this change order is to clean and tuck-point the exterior of a thirty year old building, restoring its appearance and resistance to the elements. This process is designed to preserve the exterior for another thirty years.

Benefit

The cleaning, tuck-pointing, and repair of any cracks or spalling on the exterior will prevent water intrusion damage to the newly renovated interior.

Funding Source

100% State Building Authority Funds

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change would result in potential water infiltration and damage to the interior of a newly renovated structure.

3. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovations to Cell Blocks 1, 2, 3, & 7
File No. 472/06408.JNS – Index Nos. 23190 & 53275
Carrier Construction Company, Inc., Hickory Corners; CCO No. 6, Incr. \$1,286,684.00

Purpose/Business Case

The purpose of this change order is to provide toilet facilities for the relocated Cool Dome at Egeler Correctional Facility, the temporary air conditioning of Southern Michigan Correctional Facility Cell Blocks 5 and 6, modifications to door hardware within the new stair towers being added to Egeler Cell Blocks 1, 2 and 3 to meet DLEG Bureau of Construction Codes and Bureau of Fire Services requirements, and various modifications and additions to the Cool Dome as a result of field conditions and DLEG Bureau of Construction Codes and Bureau of Fire Services requirements.

Benefit

The Cool Dome toilet building, temporary air conditioning of Southern Michigan Correctional Facility Cell Blocks 5 and 6 and stair tower additions to Cell Blocks 1, 2 and 3 are necessary to implement court ordered and approved changes to the Egeler Reception and Guidance Center and to Southern Michigan Correctional Facility addressing fire safety and heat-related illness within these facilities. All changes address court recognized potential staff and prisoner safety issues.

Funding Source

3% State Building Authority Funds & 97% Agency Operating Funds

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in the Department of Corrections being in violation of agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

Zip Code

49201

4. COLLEGES AND UNIVERSITIES, IRON MOUNTAIN – Bay de Noc Community College – Construction of Building and Related Site Work at Bay West Campus
File No. 332/05226.RAA - Index No. 52321
Gundlach Champion, Inc., Houghton; CCO No. 19, Incr. \$119,422.28

Purpose/Business Case

The purpose of this change is to provide plumbing, mechanical, electrical, and fire safety modifications, required by final inspections, to comply with the applicable code and secure an occupancy permit for the fall semester 2007. In addition, the modification is required to comply with MDEQ wetland discharge permits and landscape maintenance ordinances.

Benefit

This change order will provide for plumbing and electrical revisions to allow facility occupancy, DLEG and MDEQ wetlands permit requirements. Revisions to the data and electrical systems will provide necessary components for facility operation.

Funding Source

100% State Building Authority Funds

Commitment Level

The change order costs are not to exceed documented costs provided by the construction contractor in response to bulletins or field orders provided by the PSC.

Risk Assessment

Failure to approve this change order will result in the occupancy permit not being issued in time for the beginning of the fall semester.

SUB-LEASE FOR PRIVATE PROPERTY

5. DEPARTMENT OF HUMAN SERVICES, LAKE LEELANAU - Renewal of Sub-lease #11033-2007 effective January 1, 2007, through December 31, 2009, with Benzie-Leelanau District Health Department, A Governmental Unit, 6051 Frankfort Highway, Suite 100, Benzonia, Michigan 49616, as Lessor, and the State of Michigan for the Department of Human Services as Lessee, for 120 square feet of office space located at 7401 East Duck Lake Road, Lake Leelanau, Michigan 49653. The annual per square foot rental rate for this space is \$20.40 (\$204.00 per month). This is a full service Sub-lease. This Sub-lease

contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub-lease as to legal form.

Purpose/Business Case

This Sub-lease will continue a presence at the location they have occupied since 2003, and continues to meet the needs of the Agency.

Benefit

Renewal of this Sub-lease allows the Department to remain at the current location and avoid relocation costs.

Funding Source

55% General Fund/General Purpose; 45% Federal Fund

Commitment Level

Three years; however, this Sub-lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Sub-lease will hinder the Department from continuing to provide client services through this satellite office to the residents of Leelanau County and could bring about increased costs if they are forced to relocate.

Zip Code

49653

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Addendum #1 to Lease #4569 approved by the State Administrative Board on May 1, 2001, Item #10, between Clark Commerical Properties Company, L.L.C., a Limited Liability Company, 13450 Bauer Road, Eagle, Michigan 48822-9717, as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee, for 78,592 square feet of warehouse space located at 735 Hazel Street, Lansing, Michigan 48909. This Addendum provides for decreasing the square footage leased from 140,000 square feet to 78,592 square feet. The annual per square foot rental rate is \$3.96 (\$25,935.26 per month) through March 31, 2011. This Addendum contains one five-year renewal option at \$4.27 (27,965.65 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This Lease reduces the square footage leased and changes from a “net” to a “full service” Lease by eliminating the State’s responsibility for utilities, taxes and operating adjustments as well as other direct expenses. These changes result in a savings to the State of \$676,000.00 through June 2011.

Benefit

To consolidate the space currently used within this building and to lower the overall rental rate by reducing the amount of space being leased.

Source of Funds

General Fund and State Restricted Funds – Lease costs are paid by cost reimbursement from various departments subleasing space.

Commitment Level

Current through March 31, 2011 with one 5-year renewal option; however, this Lease contains a Standard cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the State from realizing a cost savings of approximately \$676,000.00.

Zip Code

48909

LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF ENVIRONMENTAL QUALITY, BAY CITY - New Lease #11320-2003 effective March 1, 2008, through February 29, 2028, with Green Leadership, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan for the Department of Environmental Quality, as Lessee, for 20,309 square feet of office space located at 1515 North Johnson Street, Bay City, Michigan 48708. The annual per square foot rental rate for this space is \$19.52 (\$33,039.35 per month). Effective March 1, 2013, through February 1, 2018 the annual per square foot rental rate for this space is \$21.41 (\$36,234.64 per month). Effective March 1, 2018, through February 28, 2023 the annual per square foot rental rate for this space is \$24.24 (\$41,024.18 per month). Effective March 1, 2023, through February 29, 2028 the annual per square foot rental rate for this space is \$27.45 (\$46,456.84 per month). This rate does not include utilities for heating, cooling, illumination, power and water/sewer, janitorial service and supplies, and trash removal. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$32.61 (\$55,189.71 per month) for the first five-year renewal option and \$37.82 per square foot (\$64,007.20 per month) for the second five-year renewal option. This Lease contains an Executive New cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this lease is to relocate the Department of Environmental Quality into one building and to reduce the current overcrowded conditions.

Benefit

This move will streamline operations and efficiency, consolidation of offices and relocate on a Brownfield site per the Governor's Directive.

Funding Source

100% Restricted Funds

Commitment Level

Twenty years with two five-year renewal options; however, this Lease contains an Executive cancellation clause which is explicitly defined in the Lease terms and requires only a 90-day notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from relocating staff to a central consolidated location and achieving savings by having staff in close proximity for related programs.

Zip Code

48708

RENEWAL OF LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, DETROIT/ GROSS POINTE WOODS - Renewal of Lease #10225-2006 effective June 1, 2007, through May 31, 2021, with Pointe Plaza Limited Partnership, a Limited Partnership, 17672 Laurel Park Drive North, Suite 400E, Livonia, Michigan 48152, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Lessee, for 4,625 square feet of office space located at 19251 Mack Avenue, Detroit and Gross Pointe Woods, Michigan 48236. The annual per square foot rental rate for this space is \$23.50 (\$9,057.29 per month). This rate does not include utilities. This Lease contains one five-year renewal option; where the annual per square foot rental rate will be determined by the Lessor and Lessee based upon "like kind" office space comparables in the immediate area. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this Lease is to renew current space that continues to meet department needs and will continue to provide uninterrupted services to the public.

Benefit

Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within the current market rate for comparable space in this sub-market.

Funding Source

100% Federal Funds

Commitment Level

Five years with one five-year renewal option however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could bring about increased costs if they must relocate.

Zip Code

48236

9. DEPARTMENT OF CORRECTIONS, MUSKEGON - Renewal of Lease #6651-2005 effective January 1, 2007, through December 31, 2011, with Gettyridge Limited Partnership, a Limited Partnership, 6979 West 72nd Street, Fremont, Michigan 49412, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 6,000 square feet of office space located at 985 East Barney Avenue, Muskegon, Michigan 49442. The annual per square foot rental rate for this space is \$12.63 (\$6,315.79 per month). This rate does not include pest control and trash removal. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$12.63 (\$6,315.79 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of Corrections staff providing supervision of offenders in the County and continues to meet their needs.

Benefit

Renewal of this lease allows the Department to continue providing supervision of offenders in the County.

Funding Source

100% General Fund/General Purpose

Commitment Level

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing supervision of offenders who may violate conditions of parole or probation.

Zip Code

49442

LICENSE AGREEMENT

10. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), KEWEENAW & HOUGHTON COUNTIES, on behalf of the Department of Information Technology (DIT), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-proprietary, non-exclusive, revocable, co-location license (License) to Keweenaw County, a MPSCS member (Licensee), for the installation, operation, and maintenance of Licensee owned fire-paging telecommunications equipment on MPSCS Tower Sites: 9002, 9003, and 9004 located in Keweenaw County; and 9006 located in Houghton County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

Purpose/Business Case

Since the MPSCS does not provide fire-paging services to its members, DIT desires to facilitate this service to Licensee as an additional benefit of MPSCS membership.

Benefit

The MPSCS will benefit from Keweenaw County's continued support and membership in the MPSCS in the provision of public safety communications throughout the State.

Funding Source

Not Applicable

Commitment Level

Not Applicable

Risk Assessment

Non-approval of this License will prevent Keweenaw County from being able to provide fire-paging communications and may prevent its continued membership in the MPSCS.

Zip Code

49950

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Ms. MacDowell presented the Building Committee Report for the regular meeting of August 29, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Report covering the regular meeting held August 29, 2007, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

September 4, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on August 29, 2007. Those present
being:

Chairperson:	<u>Joseph Pavona, representing</u> Secretary of State Land	Approved _____
Member:	<u>Brandon Hofmeister, representing</u> Lt. Governor Cherry	Approved _____
Member:	<u>James Shell, representing</u> Attorney General Cox	Approved _____
Others:	Cynthia Watson, Department of Natural Resources; Sherry Bond, Janet Rouse, Department of Management and Budget; Mike Blackledge, Keith Brown, Kim Johnson, Judy Kransz, Pam Lavender, Patrick Scarlett, Betsy Steudle, Karen Watson, Melvin Williams, Department of Transportation	

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources agenda
be recommended to the State Administrative Board for approval.
Supported by Mr. Hofmeister, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular and supplemental agendas were
presented.

Retroactive letters were received from the Director of the Department
of Transportation, Kirk T. Steudle, regarding Items 226, 249, 254, and
261 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular
and supplemental agenda be recommended to the State Administrative
Board for approval with Item 19 of the regular agenda contingent upon
receipt of additional information and the supplemental agenda
contingent upon approval by the Department of Management and Budget

Special Monitor. Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - August 29, 2007 - 3:30 P.M.
State Administrative Board Meeting - September 4, 2007 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. **DIRECT OIL AND GAS LEASES - NONDEVELOPMENT:** Force Antrim Development, Inc., of Gaylord, Michigan, Department of Natural Resources and Department of Transportation, State-owned mineral rights, 5.48 acres, more or less, Section 12, T30N, R02E, Briley Township, Montmorency County.

Terms: One-year term, one one-year extension option, 3/16 royalty, \$840.00 bonus consideration (\$140.00 per acre), and \$2.00 per acre rental.

The Chief of Forest, Mineral and Fire Management approved the item above on August 13, 2007. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 29, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 4, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Over the Counter Sale)
Tract 332, Control Section 70041, Parcel 205AP, Part A

The subject tract is located in the township of Allendale, Ottawa County, Michigan, and contains approximately 1.662 acres. The tract was appraised by Doug Bixby, Property Specialist, Real Estate Division, on August 2, 2006, at \$190,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent on August 11, 2006, for the amount of \$190,000. The tract was offered for sale at public auction on June 19, 2007, and did not sell. It was approved to be available for over-the-counter sale on July 10, 2007. Mr. Jerry Glashower and Rodger DeVries have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$38,000, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49401.

2. HIGHWAYS (Real Estate) - Resolution “B” (Transfer to Governmental Agency for Transportation Use)
Tract 1136, Control Section 46041, Parcel 250, Part A

The subject tract is located in the township of Dover, Lenawee County, Michigan, and contains approximately 0.58 acres. The Lenawee County Road Commission indicated that this property was needed for a county road. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on July 18, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by a local unit of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government. Property used for transportation purposes is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure by local units of government.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49235.

3. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2004-0400/A1) between MDOT and the Township of Grosse Ile will increase the contract amount by \$56,450 due to higher than anticipated costs associated with the rehabilitation of runway 4/22 and runway safety area improvements. The original contract provides for the rehabilitation of runway 4/22 and improvements to the runway safety area at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. The contract term remains unchanged, August 9, 2004, through August 8, 2024. The revised contract amount will be \$2,353,450. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,165,484	\$53,627	\$2,219,111
State Bond Funds	\$ 65,758	\$ 1,411	\$ 67,169
Grosse Ile Township Funds	\$ 65,758	\$ 1,412	\$ 67,170
Total	<u>\$2,297,000</u>	<u>\$56,450</u>	<u>\$2,353,450</u>

Criticality: This project has been completed and is in the closeout phase. The amendment will adjust the final as-constructed quantities and account for the costs associated with the storm water drainage plan modifications and the temporary displacement of runway 4 threshold due to a delay in aviation easement negotiations. This project cannot be deferred until a later State Administrative Board agenda because a delay would disrupt the closeout schedule and would delay the reimbursement of federal funds.

Purpose/Business Case: To increase the contract amount by \$56,450 to cover higher than anticipated costs associated with the rehabilitation of runway 4/22 and the improvements to runway safety area.

Benefit: Will provide the additional funding needed to close out the project.

Funding Source: 94.3% Federal Aviation Administration Funds; 2.8% State Bond Funds; 2.9% Township of Grosse Ile Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, Grosse Ile Township would be responsible for the additional project costs. The township cannot afford the costs at this time without federal and state assistance.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48138.

4. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2007-0492/A1) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will add the construction of a t-hangar and terminal building to the project and will increase the contract amount by \$187,500. The original contract provides for the construction of a civilian entrance road, parking lot, connector taxiway, and taxi streets at the Grayling Army Airfield in Grayling, Michigan. The contract term remains unchanged, May 3, 2007, through May 2, 2027. The revised contract amount will be \$541,550. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$283,240	\$150,000	\$433,240
State Bond Funds	\$ 61,959	\$ 32,812	\$ 94,771
MDMVA Funds	\$ 8,851	\$ 4,688	\$ 13,539
Total	<u>\$354,050</u>	<u>\$187,500</u>	<u>\$541,550</u>

Criticality: This project will provide individuals and small businesses with housing for their aircraft and will provide a facility specifically for general aviation, separate from army operations, at the airport, which currently has just one terminal building. This project cannot be deferred until a later State Administrative Board agenda because the existing terminal is currently a joint use facility with general aviation and army use. The army is establishing clear boundaries between army and general use for security reasons. The airport is also at risk of losing earmarked FAA funds if the project is deferred.

Purpose/Business Case: To increase the contract amount by \$187,500 to add the construction of a t-hangar and a terminal building.

Benefit: This project will provide a resource for the airport to generate revenue to support more independent operations and possible future projects. It will provide local based aircraft housing and protection from environmental factors and will provide a terminal building that meets all federal and state safety and airport standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% MDMVA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional work items at this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49739.

5. **AERONAUTICS AND FREIGHT (Aeronautics) - Noise Study**

Contract (2007-0760) between MDOT and the City of Battle Creek will provide federal and state grant funds for the conduct of a noise study (phase 1) at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$600,000. Source of Funds: FAA Funds (via block grant) - \$570,000; State Bond Funds - \$15,000; City of Battle Creek Funds - \$15,000.

Criticality: The project is necessary to assess noise impacts from existing and future airport operations. Therefore, this project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the conduct of a part 150 noise study (phase 1) to determine if there are areas where aircraft noise exposure is significant.

Benefit: Completion of the study may qualify the airport for additional federal noise mitigation funds and will direct future expansion activities.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0765) between MDOT and the City of Battle Creek will provide federal and state grant funds for the land acquisition costs of parcel 150 (phase 2) at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,455,930. Source of Funds: FAA Funds (via block grant) - \$2,241,060; State Bond Funds - \$153,471; City of Battle Creek Funds - \$61,399.

Criticality: The property acquisition is needed for a new runway at the airport. The hangar/office and other businesses on parcel 150 are being relocated because they lie in the new runway protect zone (RPZ). This project cannot be deferred until a later State Administrative Board agenda because of potential delays in the start of construction for the new runway.

Purpose/Business Case: To provide for the land acquisition costs of parcel 150 (phase 2), including hangar/office purchase and closing costs.

Benefit: Will provide for the purchase of the hangar/office and relocation of owners and tenants of parcel 150 (commonly known as the Kellogg hangar).

Funding Source: 91.25% FAA Funds; 6.25% State Bond Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is phase 2 of an existing project.

Zip Code: 49015.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design Engineering

Contract (2007-0766) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the preparation of a concept budget report for a snow removal equipment (SRE) building and for the final design for runway 14/32 (phase 2) at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$170,000. Source of Funds: FAA Funds (via block grant) - \$136,000; State Bond Funds - \$29,750; Jackson County Funds - \$4,250.

Criticality: The current runway safety areas (RSAs) at Jackson County-Reynolds Field do not meet FAA standards. This budget report and design of 14/32 are essential parts of the overall improvement work necessary to continue with the goal of proper RSAs. This project cannot be deferred until a later State Administrative Board agenda because it would impede the progress necessary for future improvements at the airport.

Purpose/Business Case: To provide for the preparation of a concept budget report for an SRE building and for the development of engineering plans for the final design for runway 14/32 (phase 2).

Benefit: Will enhance the safety of airport users.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is phase 2 of an existing project.

Zip Code: 49202.

8. **AERONAUTICS AND FREIGHT (Aeronautics) - Update of Airport Layout Plan**

Contract (2007-0767) between MDOT and the City of Monroe will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Monroe Custer Airport in Monroe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$80,900. Source of Funds: FAA Funds (via block grant) - \$64,720; State Bond Funds - \$14,157; City of Monroe Funds - \$2,023.

Criticality: The update of the ALP is needed so that a proposed runway shift to the north can be shown on the approved ALP drawings of the airport. By shifting the runway, the airport will avoid purchasing easements and properties in the southern approach to the airport. This new ALP planning study will improve the approach by having a lower slope for aircraft landing operations and will accommodate larger aircraft flying into the airport. In addition, the updated ALP will address zoning issues and height restrictions on portions of land around the airport. This project cannot be deferred until a later State Administrative Board agenda because legal action (inverse condemnation) has been taken against the State of Michigan concerning land use and zoning issues. These issues must be addressed in a timely manner.

Purpose/Business Case: To provide for the update of the ALP.

Benefit: The updated ALP will meet current FAA standards and requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Monroe Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 48161.

9. **AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Wetland Mitigation Bank Credits**

Contract (2007-0768) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the purchase of wetland mitigation bank credits and for a Michigan Department of Environmental Quality (MDEQ) permit application for wetland mitigation at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$417,000. Source of Funds: FAA Funds (via block grant) - \$396,150; State Bond Funds - \$10,425; SMRAA Funds - \$10,425.

Criticality: The wetland mitigation bank credits are necessary to satisfy MDEQ permitting requirements. The project cannot proceed until a permit is obtained from MDEQ. Therefore, this project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the purchase of wetland mitigation bank credits and for an MDEQ permit application for wetland mitigation.

Benefit: Will provide 95% federal reimbursement to the state for funds expended under a previous contract for the purchase of wetland mitigation bank credits.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% SMRAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2007-0769) between MDOT and the City of Holland will provide federal and state grant funds for modifications to the east end runway and taxiway, the installation of a medium intensity approach lighting system with runway alignment indicator lights (MALSR), and the construction of blast pads on runway 8 at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,229,895. Source of Funds: FAA Funds (via block grant) - \$2,118,400; State Bond Funds - \$55,747; City of Holland Funds - \$55,748.

Criticality: The current runway safety area (RSA) at Tulip City Airport does not comply with FAA standards. This project cannot be deferred until a later State Administrative Board agenda because the non-conforming RSA issues must be addressed in a timely manner to bring the airport into compliance with FAA standards.

Purpose/Business Case: To provide for the development of engineering plans and the construction of the modifications to the east end runway and taxiway, the installation of MALSR, and the construction of blast pads on runway 8.

Benefit: Will enhance airport safety and comply with FAA standards.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Holland Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Survey

Contract (2007-0770) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for the performance of a localizer approach with vertical guidance (LPV) survey at the Wexford County Airport in Cadillac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$62,500. Source of Funds: FAA Funds (via block grant) - \$50,000; State Bond Funds - \$10,937; WCAA Funds - \$1,563.

Criticality: The project involves an aerial survey to identify objects (trees and buildings) found in the runway approaches. This project cannot be deferred until a later State Administrative Board agenda because the trees must be surveyed with leaves present to enable accurate measurements of the object heights.

Purpose/Business Case: To provide for an LPV survey at the Wexford County Airport.

Benefit: Will enhance all weather access to the airport by aircraft equipped with satellite navigation equipment.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% WCAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Survey

Contract (2007-0771) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the performance of a localizer approach with vertical guidance (LPV) survey at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$62,500. Source of Funds: FAA Funds (via block grant) - \$50,000; State Bond Funds - \$10,937; City of Mt. Pleasant Funds - \$1,563.

Criticality: The project involves an aerial survey to identify objects (trees and buildings) found in the runway approaches. This project cannot be deferred until a later State Administrative Board agenda because the trees must be surveyed with leaves present to enable accurate measurements of the object heights.

Purpose/Business Case: To provide for an LPV survey at the Mt. Pleasant Municipal Airport.

Benefit: Will enhance all weather access to the airport by aircraft equipped with satellite navigation equipment.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Mt. Pleasant Municipal Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48858.

13. AERONAUTICS AND FREIGHT (Aeronautics) - FAA Reimbursable Agreement

Contract (2007-0773) between MDOT and the County of Oakland will provide federal and state grant funds for a Federal Aviation Administration (FAA) reimbursable agreement for the relocation of an instrument landing system (ILS) at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the FAA. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$409,000. Source of Funds: FAA Funds (via block grant) - \$327,200; State Bond Funds - \$71,575; Oakland County Funds - \$10,225.

Criticality: This project is just one phase of a broader runway extension project. The ILS navigational equipment, which is owned by the FAA, must be moved to allow the extension of the runway. This is very specialized work and can only be performed by the FAA. This contract will provide reimbursement to the FAA for work related to moving the FAA ILS navigational equipment. The runway extension cannot begin until there is funding in place to cover FAA costs. If this contract is not awarded in a timely manner, it would push the schedule for the runway extension further into the future. The runway extension is necessary to allow aircraft to take off with heavier loads, including more fuel and cargo. Therefore, this project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for an FAA reimbursable agreement for the relocation of an ILS.

Benefit: The completed runway extension project will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for reimbursement for an existing project.

Zip Code: 48327.

14. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of T-Hangar, Paint Marking

Contract (2007-0774) between MDOT and the City of Big Rapids will provide federal and state grant funds for the construction of a t-hangar and for the remarking of airfield pavement at the Roben-Hood Airport in Big Rapids, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$353,000. Source of Funds: FAA Funds (via block grant) - \$282,400; State Bond Funds - \$61,775; City of Big Rapids Funds - \$8,825.

Criticality: The ten-unit t-hangar will provide an all-season shelter for the based aircraft at the airport. The FAA requires that airport pavements be marked by paint to indicate the centers and edges of runways, taxiways, and aprons and to indicate where aircraft should stop and which runway an aircraft is approaching. Periodic remarking of the pavements is necessary for the markings to be clear. This project cannot be deferred until a later State Administrative Board agenda because construction of the t-hangar must begin now for completion by the winter season. The pavement remarking will ensure the safety of pilots flying into the airport.

Purpose/Business Case: To provide for the construction of a ten-unit t-hangar and the remarking of airfield pavement.

Benefit: The t-hangar will provide housing and protection for based aircraft. The pavement remarking will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Big Rapids Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48307.

15. **AERONAUTICS AND FREIGHT (Aeronautics) - Site Preparation**

Contract (2007-0775) between MDOT and the City of Battle Creek will provide federal and state grant funds for site preparation for a new maintenance/snow removal equipment (SRE) facility at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,000,000. Source of Funds: FAA Funds (via block grant) - \$950,000; State Bond Funds - \$25,000; City of Battle Creek Funds - \$25,000.

Criticality: The proposed parallel general aviation runway requires the relocation of the airport's existing maintenance/SRE facilities. The existing facility is one of the oldest buildings on the airfield and badly in need of replacement. The construction of the site preparation for the new building is essential for the overall parallel runway project. This project cannot be deferred until a later State Administrative Board agenda because the site preparation must be completed now in order to keep the project on schedule.

Purpose/Business Case: To provide for the site preparation for a new maintenance/SRE facility.

Benefit: Will result in overall enhanced operational safety of the airport.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

16. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvement, Land Acquisition

Contract (2007-0776) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the extension of runway 28L, including land acquisition costs for parcels 210 through 228, utility relocation (gas), and approach clearing, at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,894,737. Source of Funds: FAA Funds - \$3,700,000; State Bond Funds - \$97,368; CRAA Funds - \$97,369.

Criticality: The current project is phase 1 of a multi-phase runway extension project. The land acquisition, approach clearing, and utility relocation are essential before the roadways can be relocated. Runway 10R/28L will ultimately be 8,500 feet long, which will enhance operational safety. The project cannot be deferred until a later State Administrative Board agenda because the land purchase, clearing, and utility work must be done before the next phase can begin in order to keep the project on schedule.

Purpose/Business Case: To provide for the extension of runway 28L, including land acquisition costs for parcels 210 through 228, utility relocation (gas), and approach clearing, at the Capital City Airport.

Benefit: The ultimate runway length of 8,500 feet will result in enhanced operational safety of the airport.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% CRAA Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The project will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48906.

17. AERONAUTICS AND FREIGHT (Aeronautics) - Drainage Improvements

Contract (2007-0777) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for drainage improvements to the east ravine at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$87,008. Source of Funds: FAA Funds (via block grant) - \$69,606; State Bond Funds - \$15,226; Dickinson County Funds - \$2,176.

Criticality: The east ravine drainage improvement project will eliminate an erosion problem just off an apron area. Although this area is not in the direct path of aircraft, it is located adjacent to an apron area and, if left unimproved, the current ravine erosion problem will continue, inevitably reaching the edge of the apron area and potentially causing apron problems. This project cannot be deferred until a later State Administrative Board agenda because of the severity of the erosion problem and the immediate need to stabilize the ravine soils before the upcoming harsh winter weather in the Upper Peninsula.

Purpose/Business Case: To provide for the east ravine drainage improvements at the Ford Airport.

* Denotes a non-standard contract/amendment

Benefit: This project will eliminate an erosion problem that is creating a soil washout in the ravine located very close to an apron area. This project will stabilize the soils, allowing the area to drain properly, and will enhance the useful life of the apron by eliminating an eventual safety concern (pavement washout).

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Dickinson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49801.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Site Preparation and Rehabilitation
Contract (2007-0778) between MDOT and the City of Holland will provide federal and state grant funds for the design of the site preparation for a new hangar and the rehabilitation of the terminal apron at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$105,000. Source of Funds: FAA Funds (via block grant) - \$84,000; State Bond Funds - \$18,375; City of Holland Funds - \$2,625.

Criticality: The projects to be designed are intended to be constructed in the 2008 construction season. Any delay in completion of the design phase will defer this safety-related project. The terminal apron is in poor condition and badly in need of repair. The rehabilitation will reduce the possibility of loose material being ingested into jet engines (resulting in costly repairs) or striking ground personnel (possibly causing injury). The new hangar is essential as there is a waiting list for hangar space. This project cannot be deferred until a later State Administrative Board agenda because it must be completed now in order to keep the project on schedule.

Purpose/Business Case: To provide for the development of engineering plans for hangar site preparation and terminal apron rehabilitation.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Holland Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

19. *AERONAUTICS AND FREIGHT (Freight) - Increase Maximum IDS Contract Amount
Amendatory Contract (92-2352/A9) between MDOT and the Indiana Northeastern Railroad Company (INRC) will increase the maximum contract amount by \$100,000 to allow additional property management work activities to be performed under the indefinite delivery of services (IDS) contract. The original contract provides for INRC to perform property management services, as authorized by MDOT, on state-owned rail facilities in Hillsdale and Branch Counties. The revised maximum contract amount will be \$1,100,000. The contract term remains unchanged, from January 6, 1993, until both of the following have occurred: (1) written notice of the termination of the contract has been provided to INRC by MDOT not less than 60 days before the date of the termination, and (2) a sale or lease is executed, as provided in Section 10(3) (e) of the State Transportation Preservation Act, PA 295 of 1976, as amended by PA 235 of 1998. Source of Funds: State Restricted Comprehensive Transportation Funds - \$1,100,000.

Criticality: Approval of this amendment is critical because it will allow MDOT to authorize individual property management services and emergency repairs to the state-owned rail facilities in Hillsdale and Branch Counties.

Purpose/Business Case: INRC performs miscellaneous property management services, as authorized by MDOT, on state-owned rail facilities in Hillsdale and Branch Counties. This amendment will increase the maximum allowable cost of work to be performed.

Benefit: Will allow MDOT to address its property management responsibilities in an efficient and expeditious manner.

Funding Source: State Restricted Comprehensive Transportation Funds - \$1,100,000.

Commitment Level: Costs are based on estimates.

Risk Assessment: If the amendment is not approved, needed property management activities may not be performed.

Cost Reduction: The contract requires the railroad to take all cash and trade discounts or other credits in connection with the purchase of goods or services. Payment will be based upon actual invoices and not estimates.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49242.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization Revision (82075-82648-2) issued under the provisions of Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSXT), will provide additional funding of \$28,830.89 for costs necessary to complete the project. The authorization amount was previously increased to \$185,038 based on a revised actual estimate to supplement the existing active warning devices with new side-lights and three-quarter roadway gates at the CSXT grade crossing of Van Born Road in Romulus, Michigan. CSXT has now provided MDOT with a detailed explanation of the circumstances beyond its control that resulted in additional project expenses. The revised authorization amount will be \$213,868.89. Source of Funds: Federal Highway Administration (FHWA) Funds - \$171,095.11; FY2005 State Restricted Trunkline Funds - \$42,773.78.

Criticality: In October 2004, members of a review team determined that longer gates covering three quarters of the roadway and side-lights needed to be installed at the crossing to provide appropriate warning for motorists. The crossing had been the scene of two car-train crashes during the preceding five years. CSXT was under an administrative order to make the safety enhancements. The additional funding is essential for MDOT to pay all legitimate costs of undertaking the ordered work.

Purpose/Business Case: The revised authorization will provide additional funding for the installation of new side-lights, three-quarter roadway gates, and appropriate circuitry at the CSXT grade crossing of Van Born Road in Romulus, Michigan. The installation was ordered for public safety under the provisions of MCLA 462.301.

Benefit: The revised authorization amount will allow MDOT to pay all legitimate costs for this important project to enhance motorist safety.

* Denotes a non-standard contract/amendment

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$171,095.11; FY2005 State Restricted Trunkline Funds - \$42,773.78.

Commitment Level: The revised authorization amount is based on CSXT's detailed explanation of the additional project costs and will be paid on a force account basis.

Risk Assessment: This crossing was the site of car-train crashes resulting from people driving around the half roadway gates in an effort to beat the train. Adding side-lights and extending the gates to cover three quarters of the roadway will provide supplemental warning and more prominent physical barriers to discourage motorists from attempting to cross in front of oncoming trains.

Cost Reduction: The work has been performed by CSXT on a force account basis. MDOT will inspect the final installation and reimburse only the actual costs incurred.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48174.

21. *AERONAUTICS AND FREIGHT (Freight) - Public-Private Partnership

Contract (2007-0753) between MDOT, the Southeast Michigan Council of Governments (SEMCOG), and CSX Transportation, Inc. (CSXT), will provide federal funding for the retrofit of two diesel switcher locomotives using Generator Set (GENSET) technology under the FY 2007 Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The switcher engines will be used exclusively in the Rougemere Rail Yard in Dearborn, Michigan. The retrofitted engines will reduce emissions and noise levels, improving the quality of life in the surrounding communities. This project will also move the region closer to attaining its air quality goals. The project will be funded at 80% federal and 20% local funding. Fifty percent of the federal funding will be from MDOT's CMAQ allocation, and fifty percent will be from SEMCOG's CMAQ allocation. The project amount will be \$2,800,000. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. Source of Funds: FY 2007 FHWA Funds - \$2,240,000; CSXT Funds - \$560,000.

Criticality: The FHWA is providing CMAQ funding to be used in FY 2007 for this project. The contract must be awarded this fiscal year or the funding will be lost.

Purpose/Business Case: To re-power two diesel switching locomotives using GENSET technology for the Rougemere Rail Yard in Dearborn, Michigan.

Benefit: Will improve the air quality in the Metropolitan Detroit area, which has requirements for ozone, carbon dioxide, and fine particulates under the United States Environmental Protection Agency's ambient air quality standards.

Funding Source: FY 2007 FHWA-MDOT CMAQ Funds - \$1,120,000; FY 2007 FHWA-SEMCOG CMAQ Funds - \$1,120,000; CSXT Funds - \$560,000.

Commitment Level: The contract amount is based on an estimate; however, payment will be based on actual costs, not to exceed the contract amount.

Risk Assessment: If this project is not undertaken, MDOT will lose over \$2,000,000 in CMAQ funding, and emissions at that Dearborn rail yard will not be improved.

Cost Reduction: CSXT will award the project to the lowest bidder. Eligible costs will be reimbursed only after the project is complete. Ongoing maintenance will be the responsibility of CSXT.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48120.

22.-24. *ATTORNEY GENERAL - Claims Investigation Services

The following contracts between MDOT and the following individuals will provide for claims investigation services to be performed under the direction of the Office of Attorney General, Transportation Division. The contracts will be in effect from October 1, 2007, through September 30, 2008. The maximum expenditures under the contracts will vary between \$28,500 and \$32,500. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Contract Number</u>	<u>Investigator</u>	<u>Amount</u>
22.	2007-0687	Richard Johnson	\$32,500
23.	2007-0688	Terry E. O'Dell	\$32,500
24.	2007-0689	Lawrence A. Richardson	\$28,500

Criticality: The current contracts will expire on September 30, 2007. It is imperative that the new contracts be in place so that the attorneys can continue to work on their assigned caseloads. As a result, these contracts cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To defend MDOT from tort liability under the highway exception to governmental immunity, MCLA 691.1402.

Benefit: MDOT will minimize its payouts to claimants for injuries on its roadways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: There are fixed maximum amounts for attorney fees to be charged throughout the lives of the contracts.

Risk Assessment: Without adequate legal representation, MDOT will have higher payouts on claims.

Cost Reduction: This is the standard rate paid for ongoing claims investigation services.

Selection: N/A.

New Project Identification: These are new contracts for ongoing services.

Zip Code: 48909.

25. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program

Authorization (Z6) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for MFF to continue to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU) in fiscal year 2008. The project will also include the implementation of an SR2S evaluation by Michigan State University. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$813,430. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in completing the planning work necessary to apply for 100% federal funding.

Purpose/Business Case: Authorizations (Z1) and (Z2) under Contract (2006-0483) provided for MFF to perform SR2S program functions, including outreach, training, and technical assistance and evaluation to enable schools, communities, and partner agencies to complete the planning necessary to apply for federal SR2S funding. Authorization (Z3) provides funding to MFF to enable MDOT to provide survey and analysis support to school SR2S planning teams. Authorization (Z4) ensures that the SR2S Program services will be equally available to all children in Michigan. Authorization (Z5) specifically targets SR2S services in the Detroit area to address the complex needs of a large urban city setting. Authorization (Z6) will provide the funding needed for the continued assistance of MFF to MDOT in the administration of the SR2S Program in fiscal year 2008.

Benefit: MFF will be able to effectively organize and deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and biking to their schools.

Funding Source: 100% Federal SR2S Program Funds. The federal funds are earmarked for this program.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

* Denotes a non-standard contract/amendment

Risk Assessment: MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

Cost Reduction: N/A.

Selection: N/A for this authorization; best source for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway Company, dated July 5, 1994, provides for improvements under job number 88513 to crossing surfaces on Highway M-59 near Highway M-97 in Macomb County. The improvements include full crossing surface removals and reconstructions, along with re-cabling of the existing warning signals.

Estimated Funds:

Federal Highway Administration Funds	\$ 346,500
State Restricted Trunkline Funds	<u>\$ 38,500</u>
Total Funds	<u>\$ 385,000</u>

STR 50022 - 88513

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in September 2007. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To rebuild existing crossing surfaces and re-cable warning devices.

Benefit: Increased safety by providing smoother crossing surfaces.

Funding Source: Federal Highway Administration Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% federal and 10% state; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and Canadian National Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 48042.

27. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z17/R2) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design and survey services and will increase the authorization amount by \$135,828.45. Additional design services are required to restore the project to its original limits, as set forth in the original scope of services. The project work was previously separated into two construction contracts. The original authorization provides for the reconfiguration of the intersection of US-24 (Telegraph Road) and Dix Highway in Brownstown Township, Wayne County (CSs 80351 and 80352 - JN 80377C). The authorization term remains unchanged, July 7, 2005, through January 19, 2009. The revised authorization amount will be \$510,533.06. The contract term is December 20, 2004, through January 19, 2009. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Criticality: This project is currently scheduled for a January 2008 plan completion. The additional work is required to complete the design for the project. The original scope and schedule for this project were previously changed to allow the project to be separated into two construction contracts to be let in separate fiscal years due to funding issues. The project is now being restored to its original limits to allow it to be let as one construction project in 2008. The project will provide for roadway reconfiguration and improved safety in an area with a high volume of crashes. Delaying this project could jeopardize the design schedule and the new construction schedule. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To add additional design and survey work to the project and to add the negotiated fees for the additional work. The additional work is needed to restore the project to its original limits, as set forth in the original scope of design services. Revisions are also needed for the maintenance of traffic plans, pavement marking plans, traffic signal plans, permanent signing plans, drainage design plans, and right-of-way plans.

Benefit: The revision will allow MDOT to restore the project to its original limits, which will provide savings in maintenance of traffic and user costs. The project will provide for improved roadway conditions and safety and an improved pavement ride.

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This revision will allow MDOT to restore the project to its original limits and intent, which will result in savings in maintenance of traffic and user costs. This project, which is part of the Region's safety program, was selected based on the configuration of the roadway and the high number of crashes in the area. If the project work is not performed, a known safety problem may not be addressed and high crash volumes may continue.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for the original authorization.

New Project Identification: This is a reconstruction project.

Zip Code: 48183.

28. *HIGHWAYS - IDS Engineering Services Novation

Amendatory Contract (2006-0139/A1) between MDOT, Owen Ayres & Associates, Inc., of Michigan, and Ayres Associates, Inc., will provide for the reassignment of the indefinite delivery of services (IDS) contract and authorization responsibilities from Owen Ayres & Associates, Inc., of Michigan to Ayres Associates, Inc. The reassignment is needed due to the closure of the Michigan office. The original contract provides for professional services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract term remains unchanged, February 24, 2006, through February 23, 2009. The contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of this amendment is critical to ensure that services performed under this IDS contract are continued, and reflect the consultant's correct legal name, allowing payments to be issued correctly. Therefore, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the reassignment of contract responsibilities for professional services on an as needed/when needed basis.

Benefit: Will provide for the reassignment of responsibilities for the IDS contract and all authorizations issued under it to the appropriate consultant.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this amendment will impact the performance of and payment for services for authorizations under this contract.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.
New Project Identification: This is not a new project.
Zip Code: 48909.

29. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2006-0411) between MDOT and Michigan State University will provide for an assessment of the effects of construction incentive payments on pavement performance. The authorization will be in effect from the date of award through September 30, 2008. The authorization amount will be \$50,000. The contract term is from July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is part of MDOT's federally supported research program for FY 2008. The project will help to determine the costs and benefits of material incentive payments on pavement construction projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for an assessment of the effects of construction incentive payments on pavement performance.

Benefit: Will help to determine the costs and benefits of material incentive payments on pavement construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this research is not performed, the costs and benefits of paying monetary incentives on some material pay items could remain unknown.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

30. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2006-0412) between MDOT and the University of Michigan (U of M) will provide for the continued services of the Concrete Pavement Performance Research Center of Excellence. These services will expand the technical core competencies for MDOT concrete pavement research in an effort to develop practical solutions to real-life transportation issues. The authorization will be in effect from date of award through September 30, 2008. The authorization amount will be \$27,735.59. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: These services will expand the technical core competencies for MDOT concrete pavement research in an effort to develop practical solutions to real-life transportation issues. The expert researcher will advise MDOT and will conduct critical research into improving the quality and performance of MDOT's concrete pavements. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the continued services of the Concrete Pavement Performance Research Center of Excellence.

Benefit: The center will represent MDOT at state forums related to transportation related issues that benefit MDOT and will interact with MDOT project engineers and staff on issues related to pavement performance. This interaction will allow the U of M to continue to transfer technology to optimize the service life of the MDOT transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not authorized, the overall quality of the research and the timeliness of the services could be sacrificed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48109.

31. HIGHWAYS - IDS University Research Services

Authorization (Z12) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for a study of the efficient use of recycled concrete in MDOT's transportation infrastructure. The authorization will be in effect from the date of award through August 31, 2009. The authorization amount will be \$180,181.61. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Recent commitments by MDOT to environmental stewardship prompt the need to explore state of the practice methods of reclaiming residual concrete from MDOT's highway system to be used in the next generation of roadways. MDOT needs the expertise of this consultant to conduct the research and develop the tools necessary to develop and maintain a responsible statewide concrete recycling program. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for a study of the efficient use of recycled concrete in transportation infrastructure.

Benefit: Will provide MDOT with an understanding of the best ways of reclaiming concrete and recycling it back into the transportation infrastructure.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this research is not conducted, MDOT will have to continue to rely on outdated concrete recycling specifications for the development of its statewide program. Failure to use the most current guidelines could result in reduced long-term performance of the transportation system.

Cost Reduction: Costs in professional services contracts are based on an actual cost not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

32. HIGHWAYS - IDS University Research Services

Authorization (Z13) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for the continued services of the Transportation Materials Research Center of Excellence. These services are needed to expand the technical core competencies for MDOT transportation materials research in an effort to develop practical solutions to real-life transportation issues. The authorization will be in effect from the date of award through September 30, 2008. The authorization amount will be \$101,000.18. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These services are needed to expand the technical core competencies for MDOT transportation materials research in an effort to develop practical solutions to real-life transportation issues. The expert researcher will advise MDOT and will conduct critical research into improving the quality and performance of MDOT's transportation system. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the continued services of the Transportation Materials Research Center of Excellence.

Benefit: The center will represent MDOT at state forums related to transportation related issues that benefit MDOT and will interact with MDOT project engineers and staff on issues related to transportation materials. This interaction will allow MTU to continue to transfer technology to optimize the service life of the MDOT transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not authorized, the overall quality of the research and the timeliness of the services could be sacrificed.

Cost Reduction: Costs in professional services contracts are based on an actual cost not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0545) between MDOT and Coleman Engineering Company will provide for road design surveys to be performed on US-41 from 20th Avenue northerly to 48th Avenue in the city of Menominee, Menominee County (CS 55011 - JN 84193C). The services will include survey control placement, hard surface observation, right-of-way (ROW) retracement, and a full topographic map for design purposes. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$155,144.76. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Outsourcing for the ROW and road design survey services is critical to keeping the project design on schedule. This project cannot be deferred until a later State Administrative Board meeting because the field survey needs to be completed prior to the winter of 2007/2008.

Purpose/Business Case: To provide for road design surveys to be performed on US-41 from 20th Avenue northerly to 48th Avenue in the city of Menominee, Menominee County. The services will include survey control placement, hard surface observations, ROW retracement, and a full topographic map for design purposes.

Benefit: Will provide an accurate representation of the existing conditions (locations and grades of the existing roadway) needed to facilitate the design work.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the surveys are not completed at this time, the plan completion and letting maybe delayed.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49858.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z26) under Contract (2006-0615) between Parsons Brinckerhoff Michigan, Inc., will provide for the performance of Intelligent Transportation Systems (ITS) design services for Road Weather Information Systems (RWIS) stations and dynamic message signs (DMS) at various locations throughout the Superior and North Regions (CS 84900 - JN 89876). The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$640,907.46. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This work must be performed prior to October 2007 to provide sufficient time for the contractor to obtain necessary field data prior to adverse winter weather. This project will help to improve the mobility and safety of travelers in the Upper Peninsula. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of ITS design services for RWIS stations and DMS at various locations throughout the Superior and North Regions.

Benefit: Will improve the safety and mobility of motorists by providing faster updates to road conditions in two corridors that experience regular winter road closures. In addition, the RWIS stations will help to provide weather information in these corridors to the maintenance crews to help facilitate the maintenance of the roadways.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without these services, MDOT may not be able to improve the safety and mobility of motorists by providing them with improved technology for weather updates.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

35. *HIGHWAYS - Design Consultant Services

Contract (2007-0496) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for roadway rehabilitation on M-59 from Opdyke Road to Crooks Road in Oakland County (CS 63043 - JNs 55658C and 86653D). The work items include final plans, design exceptions, specifications and estimates for curb and gutter replacement, guardrail work, drainage and sewer work, culvert and utility work, sign replacement, and pavement markings. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$2,113,353.41. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The rehabilitation of M-59 from Opdyke to Crooks is critical due to the condition of the pavement and drainage concerns. This project will be packaged with the M-59 Wide Track Loop to Opdyke patch and overlay project (JN 80915), and the vendor will be responsible for the coordination and packaging of both projects. Packaging these projects together will provide for a lower overall construction cost, and motorists will only be inconvenienced once. If this project is not approved at this time, there will not be sufficient time for the vendor to complete the design services prior to the April 1, 2009, plan completion date. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for roadway rehabilitation on M-59 from Opdyke Road to Crooks Road in Oakland County.

Benefit: Will improve the pavement ride and the condition and safety of the expressway. This project will reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If M-59 is not rehabilitated, continued deterioration of the roadway will occur, which will increase maintenance costs to MDOT and safety risks to motorists.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48309.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for geoenvironmental engineering services to be performed for remediation work at Ivan's Canoe Rental in the village of Branch, Lake County. This property is a site of trichloroethylene (TCE) groundwater contamination. The remediation work will improve the groundwater quality at this location and keep MDOT in compliance with State of Michigan environmental statutes. The authorization will be in effect from the date of award through August 20, 2010. The authorization amount will be \$120,128.55. The contract term is the date of award, through August 20, 2010. Source of Funds: 100% Michigan Department of Environmental Quality (MDEQ) Funds.

Criticality: Funding for this project must be encumbered by the end of this fiscal year. September 15, 2007, is the deadline to get a contract into place in order to use this fiscal years funds for this project, therefore it cannot be deferred to a later State Administrative Board agenda.

Purpose/Business Case: To provide for remediation work to be performed for the Ivan's Canoe Rental property, a site of environmental contamination, where the groundwater is contaminated with TCE. MDOT is partially liable for the contamination, which happened at an asphalt batch plant located there during road construction work on US-10 in the early 1970s. TCE was improperly disposed of after being used in asphalt quality testing. The first phase of site remediation was completed in 2002, the second phase was completed in June of 2005, and the groundwater since then has been continually monitored. The third phase of site remediation is planned for the spring of 2008.

Benefit: Completing the cleanup of this site will improve the groundwater quality at this location and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% MDEQ (State Sites Cleanup) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT will be out of compliance with Part 201 of Act 451, P.A. 1994, as amended, if this project is terminated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project. The environmental remediation project at this site has been on-going since 2002.

Zip Code: 49646.

37. HIGHWAYS - IDS Engineering Services

Contract (2007-0750) between MDOT and Advanced Geomatics will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

38. HIGHWAYS - IDS Engineering Services
Contract (2007-0751) between MDOT and Ledy Design Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
39. HIGHWAYS - IDS Engineering Services
Contract (2007-0752) between MDOT and 5 Star Engineering, PC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
40. HIGHWAYS - IDS Engineering Services
Contract (2007-0754) between MDOT and Proudfoot Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
41. HIGHWAYS - IDS Engineering Services
Contract (2007-0763) between MDOT and National Capital Engineering Limited will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

42. HIGHWAYS – Engineering Services for Trunkline Railroad Construction Contract
Contract (2007-5355) between MDOT and the Chippewa County Economic Development Commission will provide for the performance of engineering services for the crossing improvement project at the crossing of the Chippewa County Economic Development Commission tracks with Highway M-80 near Kinross, Michigan.

Estimated Funds:

Federal High Administration Funds	\$25,470
State Restricted Trunkline Funds	\$ 2,830
Chippewa County Economic Development Corporation	<u>\$ 0</u>
Total Funds	<u>\$28,300</u>

STR 17082-81322; Chippewa County
Railroad Force Account Work

Criticality: Delaying this contract would substantially hinder industrial development and growth through the Chippewa County Economic Development Corporation at the former Kincheloe Air Force Base.

Purpose/Business Case: To provide for the performance of engineering review services needed for the construction of the crossing improvement project.

Benefit: Will facilitate the construction improvements of this at-grade crossing.

Funding Source: Federal Surface Transportation Rail Highway Funds and State Trunkline Funds.

Commitment Level: 90% federal, 10% state; based on estimate.

Risk Assessment: The Chippewa County Economic Development Corporation is entitled to reimbursement of engineering services per federal regulations (CFR 23, Part 646).

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to an existing railroad crossing.

Zip Code: 49788.

43. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5407) between MDOT and the St. Clair County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Koehn Road from Capac Road easterly approximately 0.25 miles.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$256,588, which is met in part by the \$131,674 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$587,326
St. Clair County Road Commission Funds	<u>\$131,674</u>
Total Funds	<u>\$719,000</u>

EDA 77522 - 100828

Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and St. Clair County Road Commission Funds

Commitment Level: 82% state up to \$587,326 and the balance by the St. Clair County Road Commission; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48014.

44. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5430) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Hot mix asphalt resurfacing with aggregate shoulder work along Southern Road from Dutch School Road to George Road.

Estimated Funds:

State Restricted Economic Development Funds	\$65,600
Branch County Road Commission Funds	<u>\$16,400</u>
Total Funds	<u>\$82,000</u>

EDD 12555 – 59794
Local Force Account

Criticality: The funding for this project is being used to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Branch County Road Commission Funds.

Commitment Level: 80% state, 20% Branch County Road Commission.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49028.

45. HIGHWAYS - Participation for Local Agency Contract
Contract (2007-5444) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, and equipment management work.

Estimated Funds:

Federal Highway Administration Funds	\$280,000
City of Grand Rapids Funds	<u>\$ 70,000</u>
Total Funds	<u>\$350,000</u>

CM 41900 - 100464
No Letting

Criticality: This project will improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of system whose intent is to maximize the efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

Commitment Level: 80% federal up to \$280,000 and balance by the City of Grand Rapids.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Local agency to perform work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 49503.

46. HIGHWAYS – Memorandum of Understanding

Memorandum of Understanding (2007-5446) between MDOT and the Michigan Department of Natural Resources will provide for participation in the following Transportation Enhancement improvements:

The acquisition of abandoned railroad right-of-way along a 42-mile corridor that is in close proximity to and parallels Highway M-21 from North Jackson Street in the city of Ionia to Delaney Road east of the city of Owosso in Ionia, Clinton, and Shiawassee Counties, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$1,040,000
Michigan Department of Natural Resources Funds	<u>\$ 260,000</u>
Total Funds	<u>\$1,300,000</u>

STE 84916 – 89946B; Ionia, Clinton and Shiawassee Counties
Right-of-Way Acquisition

Criticality: Failure to acquire the property could significantly delay a future US-27 bridge widening project.

Purpose/Business Case: Property acquisition for use on an interim basis for a trail system.

Benefit: The property will help to preserve the rail corridor and will be used temporarily for a trail system

Funding Source: Federal Surface Transportation Funds and Michigan Department of Natural Resource Funds.

Commitment Level: 80% federal funds, 20% Michigan Department of Natural Resource Funds; based on estimate.

Risk Assessment: Failure to purchase the property could result in sale to abutting property owners, which could potentially break up the rail corridor.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is a new project

Zip Code: 48879.

47. HIGHWAYS - Participation for Local Agency Utility Relocation
Contract (2007-5450) between MDOT and Michigan State University will provide for participation in the following improvements utilizing Local Jobs Today Funds:

Power and communication line relocation work along Farm Lane for the proposed underpasses at the railroad tracks of CSX Transportation, Inc. (X01 of 33-10-21), and the railroad tracks of Canadian National Railway (X02 of 33-10-21).

Estimated Funds:

Federal Highway Administration Funds	\$252,000
State Local Jobs Today Funds	\$ 63,000
Michigan State University Funds	\$ 0
Total Funds	<u>\$315,000</u>

TIP 33010 – 100859; Ingham County
Utility Relocation

Criticality: This phase of the project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy. It is necessary to move existing utilities so that they are not in conflict with the upcoming construction phase of the project. Delaying this phase of the project would delay the construction phase of the project, adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.

Purpose/Business Case: To relocate utilities out of the way of the proposed construction work.

Benefit: Utilities will be relocated so that they will not be in conflict with the proposed construction.

Funding Source: Federal Transportation Improvements Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state.

Risk Assessment: Contract required in order for the local agency to receive these federal funds. Without funding, utility relocation and subsequent construction of the project will not occur.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Relocation of existing utility facilities.

Zip Code: 48825.

48. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5489) between MDOT and the Dickinson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Sawyer Lake Road from Highway M-95 to Newberg Road.

Estimated Funds:

State Restricted TED Funds	\$176,000
Dickinson County Road Commission Funds	\$ 44,000
Total Funds	<u>\$220,000</u>

EDA 22522 - 100838
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth in the state, and to improve the quality of life in the state. These funds are being used for this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Dickinson County Road Commission Funds.

Commitment Level: 80% state up to \$176,000 and the balance by the Dickinson County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48759.

49.-83. HIGHWAYS – Local Jobs Today Program

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from "advance construction" to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the date of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
49.	2007-7364	100128	City of Clio	Hot mix asphalt resurfacing work along New Street from Smith Street to Vienna Street	\$131,600
50.	2007-7431	89701	Washtenaw CRC	Roundabout construction work at the intersection of Superior Road and Geddes Road	\$208,800

51.	2007-7433	89588	Ionia CRC	Hot mix asphalt paving work along Cyrus Street from approximately 85 feet south of Fargo Street northerly to North Street, along David Highway from approximately 95 feet east of Highway M-66 easterly to approximately 55 feet west of Kelsey Highway, along Jefferson Road from approximately 50 feet north of Fargo Street northerly to approximately 2190 feet north of Fargo Street, along Kelsey Highway from approximately 55 feet north of David Highway northerly to approximately 135 feet south of Tuttle Road, and along Lincoln Avenue from approximately 285 feet west of Highway M-21 easterly to approximately 80 feet west of Highway M-21	\$375,000
52.	2007-7433	89863	Ionia CRC	Hot mix asphalt paving work along Cemetery Road from approximately 2175 feet south of Highway M-50 northerly to approximately 50 feet south of Highway M-50, along Grand River Avenue from approximately 40 feet west of Kyser Road easterly to approximately 120 feet west of Nash Highway, along Sayles Road from approximately 65 feet east of Montcalm Avenue easterly to approximately 225 feet west of Marble Road, and along Hayes Road from approximately 140 feet north of Highway M-21 northerly to approximately 70 feet north of Nickle Plate Road	\$369,800
53.	2007-7435	90368	Washtenaw CRC	Hot mix asphalt cold milling and resurfacing work along Old Highway US-12 from approximately 120 feet west of Wilkinson Road to approximately 75 feet west of Highway M-52	\$250,000

54.	2007-7436	76706	Marquette CRC	Hot mix asphalt paving work along County Road 492 from County Road HJ to the Marquette Township line	\$256,000
55.	2007-7436	87607	Marquette CRC	Hot mix asphalt resurfacing work along County Road 545 from Maplewood Drive northerly 4000 feet	\$ 86,400
56.	2007-7436	89849	Marquette CRC	Hot mix asphalt resurfacing work along County Road 557 from approximately 4000 feet north of County Road SAH northerly 6000 feet	\$140,600
57.	2007-7436	89850	Marquette CRC	Hot mix asphalt resurfacing work along County Road 426 from County Road SZ easterly 1 mile	\$144,800
58.	2007-7436	89851	Marquette CRC	Hot mix asphalt resurfacing work along County Road 496 from County Road CKK to County Road CKC	\$140,000
59.	2007-7436	89857	Marquette CRC	Hot mix asphalt resurfacing work along County Road 480 from Lindberg's Pit Entrance to County Road JJU	\$382,200
60.	2007-7436	89858	Marquette CRC	Hot mix asphalt resurfacing work along County Road 550 (Big Bay Road) from County Road KA to County Road KG	\$137,600
61.	2007-7436	89859	Marquette CRC	Hot mix asphalt resurfacing work along County Road 444 from Highway M-35 easterly 5895 feet	\$137,600
62.	2007-7437	51712	Baraga CRC	Hot mix asphalt paving work along Plains Road from Highway M-28 to Section 16 Road	\$240,000
63.	2007-7438	76713	Marquette CRC	Hot mix asphalt paving work along County Road 545 from County Road EWW to the Forsyth Township Line	\$400,000
64.	2007-7439	83285	Marquette CRC	Hot mix asphalt paving work along County Road 601 from County Road LH to County Road LLD	\$400,000

* Denotes a non-standard contract/amendment

65.	2007-7441	83678	Muskegon CRC	Hot mix asphalt resurfacing work along Moorland Road from Heights-Ravenna Road to Apple Avenue (Highway M-46)	\$369,800
66.	2007-7442	90228	Kent CRC	Hot mix asphalt surfacing work along Cannonsburg Road from Chauncey Drive to Myers Lake Avenue	\$455,235
67.	2007-7443	87196	Huron CRC	Hot mix asphalt surfacing work along Verona Road from Rapson Road to Kinde Road	\$288,200
68.	2007-7449	89597	Village of Laurium	Hot mix asphalt paving work along Lake Linden Avenue from Boundary Street to Highway M-26	\$125,000
69.	2007-7456	89559	Houghton CRC	Hot mix asphalt paving work along Main Street from First Street to Copper Ridge Road	\$125,000
70.	2007-7460	89434	City of Inkster	Reconstruction work along Carlysle Road from Middlebelt Road to Inkster Road	\$696,000
71.	2007-7462	100033	City of Bridgman	Hot mix asphalt resurfacing work along Church Street from the south city limits to the north city limits	\$329,187
72.	2007-7463	100702	City of Madison Heights	Hot mix asphalt resurfacing work along Southbound Stephenson Highway from Fourteen Mile Road to approximately 450 feet north of Grand Avenue	\$315,642
73.	2007-7463	100717	City of Madison Heights	Hot mix asphalt resurfacing work along Northbound Stephenson Highway from approximately 300 feet north of Twelve Mile Road to Thirteen Mile Road	\$ 97,440
74.	2007-7469	100059	City of Fraser	Hot mix asphalt cold milling and resurfacing work along Masonic Boulevard from Utica Road to Kelly Road	\$322,944
75.	2007-7475	89450	Village of Climax	Hot mix asphalt paving work along South Main Street from the south village limits to the north village limits	\$449,300

* Denotes a non-standard contract/amendment

76.	2007-7476	82884	Tuscola CRC	Hot mix asphalt surfacing work along Dodge Road from Shabonna Road to Severance Road	\$150,000
77.	2007-7476	82886	Tuscola CRC	Hot mix asphalt surfacing work along Dodge Road from Severance Road to Elmwood Road	\$423,700
78.	2007-7477	46586	Clare CRC	Hot mix asphalt resurfacing work along Beaverton Road from Brand Avenue to Clarwin Avenue	\$457,100
79.	2007-7478	100797	Monroe CRC	Hot mix asphalt resurfacing work along the US Turnpike from Reaume Road to the Wayne County/Monroe County Line	\$228,527
80.	2007-7479	100796	Monroe CRC	Hot mix asphalt resurfacing work along Ida West Road from the east city limits of Petersburg to Road Commission Drive	\$228,527
81.	2007-7482	89688	City of Springfield	Hot mix asphalt cold milling and resurfacing work along 20 th Street from the south city limits to the north city limits and Avenue A from Highway M-96 to Upton Avenue	\$540,000
82.	2007-7483	89747	Calhoun CRC	Hot mix asphalt resurfacing work from Collidge Avenue to Halbert Road	\$720,000
83.	2007-7488	76606	Leelanau CRC	Hot mix asphalt resurfacing work along County Road 633 from Bingham Road to Otto Road	\$727,300

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying these loans will delay the construction of the projects, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

84. ***INTERNATIONAL BRIDGE ADMINISTRATION- Time Extension**

Amendatory Contract (2003-0574/A5) between the International Bridge Administration and Lea Consulting, Ltd., will extend the contract term by six months (3 days retroactive) to provide sufficient time for the consultant to address the revision of the bridge security conduit support brackets, which have been found to be structurally inadequate. Additional time is needed to complete the services because of the unique environment of the bridge. The original contract provided for the performance of detailed design work and contractor oversight for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The revised contract term will be September 3, 2003, through March 1, 2008. The contract amount remains unchanged at \$228,601. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

Criticality: If this amendment is not approved at this time, the consultant will have to stop work on this project. It is critical that all technical issues are resolved satisfactorily to ensure necessary security for the bridge infrastructure. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide sufficient time for the consultant to address the revision of the bridge security conduit support brackets, which have been found to be structurally inadequate. Additional time is needed to complete the services because of the unique environment of the bridge.

Benefit: Will provide for the completion of the project to enhance the security of the bridge infrastructure. The added Intelligent Transportation System features will provide for security data network redundancy, system reliability, closed circuit television traffic monitoring, vehicle speed monitoring, and toll operations monitoring.

Funding Source: 100% International Bridge Administration Toll Revenue Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not completed, the anticipated improvements in bridge security system reliability and effectiveness and the anticipated increases in traffic management, monitoring, and emergency response capabilities will not be realized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49783.

85. *PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (99-0693/A1) between MDOT, the City of Holland, and the Macatawa Area Express Transportation Authority will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z12) and will renew the contract and extend the contract term until the last obligation between the parties has been fulfilled. This amendment will provide for the reassignment of state matching funds for Holland's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. It will also renew the contract and extend the contract term to ensure that contract responsibilities that extend beyond the current expiration date can be enforced. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised contract term will be from April 12, 2000, through April 11, 2003, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The revised contract amount will be zero dollars.

Criticality: Approval of this amendment is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: All public transportation services in Ottawa County will be coordinated by one agency.

Funding Source: N/A.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this contract is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

86. *PASSENGER TRANSPORTATION - Extension of Project Completion Period and Term
Amendatory Contract (2000-0368/A4) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the project completion period by 18 months to provide sufficient time for DDOT to complete the project and will revise the contract term to extend until the last obligation between the parties has been fulfilled. Part of DDOT's existing Shoemaker facility is being renovated to create a new clean fuels facility. The project was delayed because repairs at the Shoemaker facility were more extensive than DDOT originally expected and the project had to be split into two phases. The project will be further delayed because two buildings currently on the Shoemaker facility site have to be demolished before the construction of the clean fuels facility can begin. This additional phase of the project caused a delay in contractor selection and approval. Construction is now scheduled to begin in October 2007. The contract term will be revised to ensure that contract responsibilities that extend beyond the current expiration date of September 30, 2007, can be enforced. The original contract provides state matching funds for DDOT's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program/Congestion Management and Air Quality Improvement Program grant. The revised project completion period will be March 31, 2000, through March 30, 2009. The revised contract term will be from March 31, 2000, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$2,250,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Criticality: Approval of this amendment is critical to allow DDOT to proceed with a major construction project for a clean fuels facility that will create jobs and ultimately improve air quality in Metropolitan Detroit.

Purpose/Business Case: To extend the project completion period by 18 months to provide sufficient time for DDOT to complete the construction of a clean fuels facility and to revise the contract term to extend until the last obligation between the parties has been fulfilled.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Commitment Level: Contract amount is based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

87. *PASSENGER TRANSPORTATION - Extension of Project Completion Period and Term
Amendatory Contract (2000-0776/A5) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the project completion period by 18 months to provide sufficient time for DDOT to complete the project and will revise the contract term to extend until the last obligation between the parties has been fulfilled. Part of DDOT's existing Shoemaker facility is being renovated to create a new clean fuels facility. The project was delayed because repairs at the Shoemaker facility were more extensive than DDOT originally expected and the project had to be split into two phases. The project will be further delayed because two buildings currently on the Shoemaker facility site have to be demolished before the construction of the clean fuels facility can begin. The additional phase of the project caused a delay in contractor selection and approval. Construction is now scheduled to begin in October 2007. The contract term will be revised to ensure that contract responsibilities that extend beyond the current expiration date of September 30, 2007, can be enforced. The original contract provides state matching funds for DDOT's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised project completion period will be March 31, 2000, through March 30, 2009. The revised contract term will be from March 31, 2000, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$26,384,419. Source of Funds: Federal Transit Administration (FTA) Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Criticality: Approval of this amendment is critical to allow DDOT to proceed with a major construction project for a clean fuels facility that will create jobs and ultimately improve air quality in Metropolitan Detroit.

Purpose/Business Case: To extend the project completion period by 18 months to provide sufficient time for DDOT to complete the construction of a clean fuels facility and to revise the contract term to extend until the last obligation between the parties has been fulfilled.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Commitment Level: Contract amount is based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

88. *PASSENGER TRANSPORTATION - Renewal/Extension, Increase in Services

Amendatory Contract (2000-0787/A8) between MDOT and the National Railroad Passenger Corporation (Amtrak) will renew the contract and extend the contract term by approximately two years to allow the westward expansion of the infrastructure work from the city of Kalamazoo to the state line. The infrastructure work authorized under the original contract was completed by Amtrak under budget. As a result, Amtrak requested to extend the project area westward along the Amtrak-owned track from the city of Kalamazoo to the state line. The original contract provided for grade crossing warning device replacement and upgrade, continuous welded rail installation on controlled sidings, cross-tie installation, track resurfacing, the purchase and installation of high-tech, high speed turnouts, the purchase of cross-tie installation and track resurfacing equipment, and the undertaking of an engineering study for connecting track in West Detroit. This project is undertaken as part of an effort to increase safety and decrease travel times on the federally-designated Detroit - Chicago High Speed Rail Corridor. The revised contract term will be from September 13, 2000, through September 30, 2006, and from the date of award of this amendment through September 30, 2009. No costs will be incurred between the expiration of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$5,577,958. Source of Funds: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,557,958.

Criticality: Approval of this amendment at this time is critical to allow Amtrak to extend the project area along the Amtrak-owned track and increase train speeds along this federally-designated high speed rail corridor. This investment in infrastructure will help to ensure the health and safety of rail passengers and the driving public.

Purpose/Business Case: To renew the contract and extend the contract term to provide sufficient time for Amtrak to extend the project area along the Amtrak-owned track from the city of Kalamazoo to the state line bordering Indiana.

Benefit: When completed, the contracted work will allow Amtrak to maintain Class 6 track conditions necessary for train speed exceeding 90 mph. This is very important as train speeds have already been increased to 95 mph in selected areas. The additional time will allow the necessary infrastructure work to be extended west of the city of Kalamazoo to the state line.

Funding Source: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,557,958.

Commitment Level: This is an actual cost contract based on estimated costs.

Risk Assessment: If this amendment is not approved, the project area will not be expanded and the benefits associated with higher speeds for passenger rail will be limited.

Cost Reduction: The costs have been reviewed by MDOT's Rail Passenger Section and found to be justified in comparison to alternative high-speed programs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

89. *PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2001-0868/A1) between MDOT, the City of Holland, and the Macatawa Area Express Transportation Authority will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z11) and will renew the contract and extend the contract term until the last obligation between the parties has been fulfilled. This amendment will provide for the reassignment of state matching funds for the City of Holland's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. It will also renew the contract and extend the contract term to ensure that contract responsibilities that extend beyond the current expiration date can be enforced. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised contract term will be from February 26, 2001, through February 26, 2004, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The revised contract amount will be zero dollars.

Criticality: Approval of this amendment is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority and to renew and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: All public transportation services in Ottawa County will be coordinated by one agency.

Funding Source: N/A.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this contract is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

90. *PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2001-0945/A3) between MDOT, the City of Holland, and the Macatawa Area Express Transportation Authority will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z10) and will renew the contract and extend the contract term until the last obligation between the parties has been fulfilled. This amendment will provide for the reassignment of state matching funds for the City of Holland's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. It will also renew the contract and extend the contract term to ensure that contract responsibilities that extend beyond the current expiration date can be enforced. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised contract term will be from September 17, 2001, through September 16, 2006, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. The revised contract amount will be zero dollars.

Criticality: Approval of this amendment is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide for the reassignment of project equipment and contract administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.

Benefit: All public transportation services in Ottawa County will be coordinated by one agency.

Funding Source: N/A.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this contract is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

91. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BWATC to complete the facility work. The extension is requested because BWATC needed time to acquire sufficient funds to finance the construction of a new transit facility. As the facility has now been constructed, BWATC will use the remaining authorization funds to complete a compressed natural gas (CNG) compressor station and additional facility work. The original authorization provides state matching funds for BWATC's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 10, 2004, through September 9, 2009. The authorization amount remains unchanged at \$207,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$165,600; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$41,400.

Criticality: Approval at this time is critical to allow BWATC to complete work on a CNG compressor station for fueling revenue vehicles.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for BWATC to complete the facility work.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$165,600; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$41,400.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

92. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z11/R2) under Master Agreement (2002-0031) between MDOT and the Delta Area Transit Authority will extend the authorization term by one year to provide sufficient time for the Authority to complete the project. The original authorization provides state matching funds for the Authority's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant for the purchase of a fuel storage tank and new 800 MHz radios. Due to a recent change in management, the Authority needs to reevaluate these two projects before proceeding with a request for bids. This request has been approved by the Rural Task Force. The authorization amount remains unchanged at \$85,000. The revised authorization term will be from September 14, 2004, through September 13, 2008. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$68,000; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Criticality: It is critical that the Authority purchase these 800 MHz radios to communicate effectively throughout the county and be on the same system as local law enforcement and emergency medical services.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the Authority to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$17,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49829.

93. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will extend the authorization term by one year to provide sufficient time for EATRAN to complete the facility expansion project. The installation of the bus washing equipment, which is part of the facility expansion project, was delayed by unexpected sewer and drainage problems. The original authorization provides state matching funds for EATRAN's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through September 24, 2008. The authorization amount remains unchanged at \$426,390. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.

Criticality: Approval of this revision is critical because it will provide sufficient time for EATRAN to complete the bus washing equipment project. The completion of this project will enable EATRAN to continue to manage a clean, safe, and reliable fleet.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for EATRAN to complete the facility renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48813.

94. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z10/R2) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will add the purchase of additional computers and an office renovation project to the authorization, will adjust funding among line items, and will extend the authorization term by one year to provide sufficient time for EATRAN to complete the purchase of the additional computers and the office renovation project. This revision has been approved by EATRAN's local Small Cities Program fund committee. EATRAN spent substantially less than originally anticipated on the vehicle locator system, phone system and administrative vehicle line items and has requested permission to use the funds from the savings realized to purchase additional computers to replace those that have exceeded their useful lives and to add an office renovation line item to help EATRAN to more efficiently utilize its existing office space to accommodate increased staff, fleet, and tools. The original authorization provides state matching funds for the EATRAN's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program, Small Cities Program grant. The revised authorization term will be September 14, 2004, through September 13, 2008. The authorization amount remains unchanged at \$308,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$61,750.

Criticality: Approval of this revision is critical to allow EATRAN to use the remaining funds toward the purchase of new computers and to complete office renovations. EATRAN's computers have exceeded their useful lives and need replacement; the office renovation will result in a space efficient facility to accommodate the increased staff, fleet, and tools.

Purpose/Business Case: To extend the authorization term by one year, add an office renovation project, and adjust funding among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$247,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$61,750.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a not a new project.

Zip Code: 48813.

95. PASSENGER TRANSPORTATION - Section 5316 JARC Program

Project Authorization Revision (Z38/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will decrease the MDOT funding by \$120,954, and provide \$550,000 from the Michigan Department of Human Services (MDHS) and \$550,000 from the Michigan Department of Labor and Economic Growth (MDLEG). The federal and state funding will provide work-related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The original authorization provides state matching funds (MDOT only) for MTA's FY 2006 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. The authorization term remains unchanged, September 11, 2006, through September 10, 2009. The revised authorization amount will be \$1,514,404. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds- \$207,202; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,202; MDHS Funds - \$550,000; MDLEG Funds - \$550,000.

Criticality: MDLEG, MDHS, MDOT, and the FTA are all providing funds for this service that began on October 1, 2006. The funding from MDLEG and MDHS is needed to ensure that the service is available to transport welfare recipients and low income individuals to their places of employment.

Purpose/Business Case: To decrease MDOT funding by \$120,954 and provide \$550,000 each from MDHS and MDLEG for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$207,202; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,202; MDHS Funds - \$550,000; MDLEG Funds - \$550,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this revision are that needed transportation to work services will not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a continuation of previous years' Job Access and Reverse Commute Program grants.

Zip Code: 48503.

96. *PASSENGER TRANSPORTATION – Extension of Project Completion Period

Amendatory Contract (2004-0449/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by 18 months to provide sufficient time for DDOT to complete the purchase of lift-equipped buses. The project was delayed because a subrecipient had to receive tax clearances from the City of Detroit before proceeding with the purchase of the lift-equipped buses. During that time, the state contract through which the subrecipient intended to purchase the buses expired, so the subrecipient is exploring procurement options. The original contract provides state matching funds for DDOT's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 7, 2004, through March 6, 2009. The contract term remains unchanged, from September 7, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$735,680. Source of Funds: Federal Transit Administration (FTA) Funds - \$588,544; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$147,136.

Criticality: Approval of this time extension is critical to provide sufficient time for DDOT to replace buses that have met their useful lives and may no longer be safe. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To extend the project completion period by 18 months to provide sufficient time for DDOT to complete the purchase of lift-equipped buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$588,544; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$147,136.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

97. PASSENGER TRANSPORTATION - Rail Passenger Capital

Amendatory Contract (2006-0486/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide sufficient time for Amtrak to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides state funds for stabilization repairs to the historic Jackson Depot and adjacent storage facility in Jackson, Michigan, including foundation, masonry, roofing, and related repairs. The revised contract term will be September 1, 2006, through September 30, 2008. The contract amount remains unchanged at \$300,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Criticality: Extension at this time is critical to allow Amtrak to complete the renovations necessary at this historic train depot. If the work to stabilize this depot and its adjacent storage building is not performed, the degradation of this site will continue and pose increased health and safety concerns to employees, rail passengers, and the general public. Additionally, funding will lapse if the amendment is not processed by October 1, 2007.

Purpose/Business Case: To provide sufficient time for Amtrak to complete the stabilization repairs to the Jackson Depot and the adjacent express building in Jackson, Michigan.

Benefit: Will allow the historic buildings identified in the Jackson Depot Intermodal Feasibility Study to be stabilized, while providing sufficient time for the study committee to complete an application seeking further funding from the Federal Enhancement Program. The MDOT/City of Jackson sponsored study will help to develop the property into an operational intermodal facility. Improved transportation infrastructure and services.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, Amtrak will not have enough time to execute all the work included in its work plan, the buildings will continue to deteriorate, and the preservation of the site will be impaired.

Cost Reduction: If these repairs are not completed at this time, the integrity of the existing buildings will continue to decline, requiring more extensive work and additional funding.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49201.

98. PASSENGER TRANSPORTATION - Rail Passenger Program

Amendatory Contract (2006-0493/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide sufficient time for Amtrak to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides state funds for the repair of the roof and elevator and the refurbishment of the waiting area at the existing Detroit train station. The revised contract term will be September 1, 2006, through September 30, 2008. The contract amount remains unchanged at \$25,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Criticality: Approval of this amendment at this time is critical to provide sufficient time for Amtrak to complete the renovations necessary at this high volume train station. Amtrak has been cited by the City of Detroit for repairs necessary to the elevator, and roof leakage has caused safety concerns inside the station. Additionally, funding will lapse if the amendment is not processed by October 1, 2007.

Purpose/Business Case: To provide sufficient time for Amtrak to complete the repairs to the roof and elevator and the refurbishing of the waiting area at the Detroit passenger rail station.

Benefit: Will address maintenance issues at the Detroit facility before they become a bigger financial burden. Will provide for improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, Amtrak would not have sufficient time to complete all the work included in the work plan, which would result in continued deterioration of the building due to roof leaks affecting the waiting area and the decline of the interior of the station and the elevator.

Cost Reduction: Delay of the needed repairs would result in more extensive and costly future repairs.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48202.

99. PASSENGER TRANSPORTATION - Rail Passenger Program

Amendatory Contract (2006-0494/A1) between MDOT and the City of Holland will extend the contract term by six months to provide sufficient time for the City to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides state funds for the installation of protective fencing between the current railroad station and the long-term parking lot in the city of Holland. The revised contract term will be August 9, 2006, through March 30, 2008. The contract amount remains unchanged at \$25,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Criticality: Approval of this amendment at this time is critical to provide sufficient time for the City to complete the installation of protective fencing at the Holland train station. Without this work, the general public and rail passengers are exposed to the rail infrastructure at the station, which poses safety concerns. Additionally, funding will lapse if the amendment is not processed by October 1, 2007.

Purpose/Business Case: To provide sufficient time for the City to complete the installation of 240 feet of protective fencing along the railroad tracks between the long-term parking lot and the Holland train station.

Benefit: This fencing will provide a safety barrier that will direct pedestrian traffic to the safe sidewalk. Improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$25,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that the City will not have enough time to complete all of the work included in the work plan, and train and transit passengers will continue to have unsafe access to the station tracks anywhere along the parking area.

* Denotes a non-standard contract/amendment

Cost Reduction: This fencing project is part of a larger renovation project at the train station which will add local transit services. This renovation will increase use to this facility, and the protective fencing will be the most cost effective safety measure for pedestrian traffic from the parking area to the station.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

100. PASSENGER TRANSPORTATION - Rail Passenger Program

Amendatory Contract (2006-0536/A1) between MDOT and the Grand Valley Metropolitan Council (GVMC), in Grand Rapids, will extend the contract term by one year to provide sufficient time for GVMC to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides state funds for interior and exterior renovation of the Grand Rapids train station and resurfacing of the parking lot area. The revised contract term will be September 15, 2006, through September 30, 2008. The contract amount remains unchanged at \$50,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Criticality: Extension at this time is critical to allow GVMC to secure the necessary contractors to complete the renovations of the train station in Grand Rapids, Michigan. Without this work, the existing station and parking lot will experience continued degradation and will pose additional safety concerns for passengers. Funding will lapse if the amendment is not processed by October 1, 2007.

Purpose/Business Case: To provide sufficient time for GVMC to complete the renovation of the current passenger rail station, which includes interior and exterior painting, updated security and lighting, and resurfacing of the parking lot.

Benefit: The contract will refresh the interior and exterior finish of the facility, provide additional lighting, a secure access to the ticketing machine, and will maximize the parking lot by relining and resurfacing the area. Improved transportation services and infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$50,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are that GVMC will not have enough time to execute all of the activities included in its work plan and that the facility and parking lot will continue to deteriorate.

Cost Reduction: Implementation of this maintenance plan will reduce costs over time.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

101. *PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (2006-0542/A1) between MDOT and the Blue Water Convention and Visitors Bureau (Bureau) will extend the contract term by six months to provide sufficient time for the Bureau to complete the project. The project was delayed as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides for the conduct of a local marketing program for rail passenger service along the Blue Water route, which includes station stops at Port Huron, Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles, which will increase ridership and revenues for this service. The revised contract term will be September 12, 2006, through March 11, 2008. The contract amount remains unchanged at \$53,611. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$48,250; Bureau Funds - \$5,361.

Criticality: This extension is necessary to provide sufficient time for the Bureau to complete the implementation of its marketing plan and its efforts to promote the Blue Water service to make passenger rail more affordable. The marketing program will increase ridership, which will result in greater revenue and a reduction in state support for the service. Additionally, funding will lapse if the amendment is not processed by October 1, 2007.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the Bureau to complete the marketing plan for the Blue Water service. The contract provides for the Bureau to conduct a local marketing program for the Blue Water rail passenger service, which runs to and from Port Huron through Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles.

Benefit: Will increase public awareness of rail service along this route and will increase the ridership and revenues for this service. These increases will result in a reduced operating subsidy to the National Railroad Passenger Corporation (Amtrak).

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$48,250; Bureau Funds - \$5,361.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, the Bureau will not have sufficient time to carry out all the activities included in its work plan, which could result in lower ridership and could negatively affect revenue. Lower revenue would increase the operating subsidy requested by Amtrak.

Cost Reduction: Allowing the Bureau to market for the whole route will allow the marketing plan to include multiple buys, which will create cost savings. Also, increased ridership from these marketing efforts will positively influence revenues and result in operating subsidy benefits.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

102. PASSENGER TRANSPORTATION - Section 5311 Operating Program

168. The following revisions to project authorizations issued under master agreements between MDOT and the following agencies will provide additional funding of \$466,725 and \$272,125 in federal funds, which will be moved from the program administration line item to the operating assistance line item in the amended FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program grant for nonurban public transportation services. The total amount added to the project authorizations will be \$738,850. Payment to the local agencies will not exceed 17 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The terms of the authorizations remain unchanged, October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$12,798,855.

	<u>Agreement/ Auth./Revision</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Total</u>
102.	2007-0156/Z1/R1	Adrian, City of	\$ 3,966	\$ 67,416
103.	2007-0157/Z3/R1	Allegan County Board of Commissioners	\$ 6,252	\$106,274
104.	2007-0158/Z1/R1	Alma, City of	\$ 4,812	\$ 81,810
105.	2007-0159/Z3/R1	ALTRAN Transit Authority (Alger County)	\$ 7,210	\$122,575
106.	2007-0162/Z2/R1	Ann Arbor Transportation Authority	\$ 7,742	\$131,614
107.	2007-0163/Z1/R1	Antrim County Board of Commissioners	\$ 6,932	\$117,844
108.	2007-0168/Z1/R1	Barry County Board of Commissioners	\$ 7,154	\$121,604
109.	2007-0170/Z2/R1	Bay Area Transportation Authority (Grand Traverse County)	\$52,381	\$890,505
110.	2007-0171/Z2/R1	Bay Metropolitan Transportation Authority (Arenac County)	\$ 4,867	\$ 82,727
111.	2007-0171/Z3/R1	Bay Metropolitan Transportation Authority (Bay County)	\$31,553	\$536,407
112.	2007-0173/Z1/R1	Belding, City of	\$ 2,216	\$ 37,672
113.	2007-0175/Z1/R1	Benzie Transportation Authority	\$ 7,832	\$133,144
114.	2007-0176/Z2/R1	Berrien County Board of Commissioners	\$12,965	\$220,405
115.	2007-0177/Z1/R1	Big Rapids, City of	\$ 3,825	\$ 65,025
116.	2007-0178/Z1/R1	Blue Water Area Transportation Commission (St. Clair County)	\$28,071	\$477,212
117.	2007-0179/Z3/R1	Branch Area Transit Authority	\$12,452	\$211,687
118.	2007-0183/Z1/R1	Cadillac/Wexford Transit Authority	\$15,997	\$271,949
119.	2007-0185/Z2/R1	Capital Area Transportation Authority (Ingham County)	\$12,500	\$212,507
120.	2007-0187/Z1/R1	Caro Transit Authority	\$ 8,270	\$140,597
121.	2007-0188/Z1/R1	Cass County Transportation Authority	\$ 5,600	\$ 95,196
122.	2007-0190/Z1/R1	Charlevoix County Board of Commissioners	\$11,086	\$188,462
123.	2007-0191/Z2/R1	Cheboygan County Board of Commissioners	\$ 5,901	\$100,307
124.	2007-0193/Z2/R1	Clare County Board of Commissioners	\$11,922	\$202,682
125.	2007-0195/Z2/R1	Clinton Area Transit System	\$ 8,831	\$150,122
126.	2007-0198/Z1/R1	Crawford County Transportation Authority	\$15,310	\$260,277
127.	2007-0199/Z2/R1	Delta Area Transit Authority	\$ 7,413	\$126,018
128.	2007-0203/Z1/R1	Dowagiac, City of	\$ 1,863	\$ 31,669

* Denotes a non-standard contract/amendment

129.	2007-0204/Z2/R1	Eastern U. P. Transportation Authority (Chippewa County)	\$ 4,543	\$ 77,220
130.	2007-0205/Z1/R1	Eaton County Transportation Authority	\$23,634	\$401,797
131.	2007-0211/Z1/R1	Gladwin County Board of Commissioners	\$12,392	\$210,655
132.	2007-0212/Z1/R1	Gogebic County Transit	\$ 4,260	\$ 72,420
133.	2007-0216/Z3/R1	Greater Lapeer Transportation Authority	\$16,406	\$278,893
134.	2007-0217/Z1/R1	Greenville, City of	\$ 4,440	\$ 75,480
135.	2007-0223/Z1/R1	Hillsdale, City of	\$ 4,704	\$ 79,960
136.	2007-0226/Z2/R1	Houghton, City of	\$ 3,800	\$ 64,600
137.	2007-0227/Z1/R1	Huron County Board of Commissioners	\$14,910	\$253,462
138.	2007-0229/Z1/R1	Interurban Transit Authority (Allegan County)	\$ 5,738	\$ 97,544
139.	2007-0231/Z3/R1	Ionia, City of	\$ 5,385	\$ 91,545
140.	2007-0233/Z1/R1	Iosco County Board of Commissioners	\$ 3,297	\$ 56,041
141.	2007-0235/Z2/R1	Isabella County Transportation Commission	\$35,530	\$604,028
142.	2007-0236/Z2/R1	Jackson Transportation Authority, City of	\$13,112	\$222,908
143.	2007-0239/Z3/R1	Kalamazoo, City of	\$25,228	\$428,889
144.	2007-0240/Z1/R1	Kalkaska Public Transit Authority	\$ 7,237	\$123,029
145.	2007-0243/Z3/R1	Lenawee County Board of Commissioners	\$ 4,270	\$ 72,588
146.	2007-0246/Z2/R1	Ludington Mass Transportation Authority	\$12,689	\$215,705
147.	2007-0250/Z1/R1	Manistee County Board of Commissioners	\$12,550	\$213,350
148.	2007-0252/Z2/R1	Marquette County Transit Authority	\$25,016	\$425,272
149.	2007-0253/Z1/R1	Marshall, City of	\$ 3,700	\$ 62,899
150.	2007-0254/Z2/R1	Mass Transportation Authority (Genesee County)	\$14,385	\$244,535
151.	2007-0257/Z2/R1	Mecosta Osceola Transit Authority	\$12,251	\$208,271
152.	2007-0259/Z1/R1	Midland, City of	\$15,718	\$267,198
153.	2007-0260/Z2/R1	Midland County Board of Commissioners	\$16,765	\$285,010
154.	2007-0261/Z1	Milan, City of	\$ 0	\$ 67,943
155.	2007-0273/Z1/R1	Ogemaw County Board of Commissioners	\$ 4,844	\$ 82,358
156.	2007-0274/Z1/R1	Ontonagon County Board of Commissioners	\$ 5,339	\$ 90,770
157.	2007-0276/Z1/R1	Otsego County Board of Commissioners	\$16,107	\$273,822
158.	2007-0282/Z1/R1	Roscommon County Transportation Authority	\$16,998	\$288,963
159.	2007-0284/Z3/R1	Saginaw Transit Authority Regional Services	\$ 2,543	\$ 43,215
160.	2007-0285/Z1/R1	Sanilac County Board of Commissioners	\$11,258	\$191,386
161.	2007-0287/Z2/R1	Sault Ste. Marie, City of	\$ 3,890	\$ 66,130
162.	2007-0288/Z1/R1	Schoolcraft County Board of Commissioners	\$ 4,500	\$ 76,500
163.	2007-0290/Z3/R1	Shiawassee Area Transportation Agency	\$ 7,965	\$135,405
164.	2007-0292/Z3/R1	St. Joseph County Transportation Authority	\$ 8,589	\$146,001
165.	2007-0294/Z2/R1	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$ 9,916	\$168,577
166.	2007-0295/Z5/R1	Thunder Bay Transportation Authority	\$20,025	\$340,429
167.	2007-0299/Z2/R1	Van Buren County Board of Commissioners	\$11,754	\$199,808
168.	2007-0302/Z2/R1	Yates Township	\$18,267	\$310,542

Criticality: Approval of these revisions is critical to secure additional federal operating assistance funds to help local transit agencies with their eligible expenses.

Purpose/Business Case: To provide additional FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds to 67 transit agencies for nonurban public transportation services for FY 2007.

Benefit: The additional federal funds will help support the levels of public transportation provided in these nonurban areas.

Funding Source: FTA Funds - \$12,798,855.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these revisions is the loss of federal funds.

Cost Reduction: Authorization amounts are determined by the FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48909.

169.- PASSENGER TRANSPORTATION - Section 5311 Capital Program

190. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program (Small Cities 5,000-50,000, Surface Transportation, Enhancement, and Congestion Mitigation and Air Quality Improvement Programs) grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,009,515. Toll credits in the amount of \$64,472 will be allocated as match for the purchase of equipment (maintenance, bus, office, security, computer, communication) and for the purchase of service vehicles and ferry boat parts. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,672,084; FY 2007 State Restricted Comprehensive Transportation Funds - \$337,431.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
169.	2007-0156/Z2	Adrian, City of	(2) Buses	\$110,000
170.	2007-0157/Z5	Allegan County Board of Commissioners	Maintenance equipment, office equip., computers	\$ 48,000
171.	2007-0170/Z3	Bay Area Transportation Authority	Bus equipment, facility improvements	\$ 87,500
172.	2007-0175/Z2	Benzie Transportation Authority	Bike racks, (3) buses	\$235,015
173.	2007-0176/Z3	Berrien County Board of Commissioners	(2) Buses	\$170,000
174.	2007-0187/Z2	Caro Transportation Authority	(1) Bus	\$ 60,000
175.	2007-0188/Z2	Cass County Transportation Authority	(1) Bus	\$ 85,000
176.	2007-0193/Z3	Clare County Board of Commissioners	Truck, facility improvement	\$ 40,400
177.	2007-0204/Z4	Eastern Upper Peninsula Transportation Authority	Ferry boat parts	\$ 32,000

* Denotes a non-standard contract/amendment

178.	2007-0211/Z2	Gladwin County Board of Commissioners	Miscellaneous equipment, (1) Van, bus washer	\$ 44,000
179.	2007-0216/Z4	Greater Lapeer Transportation Authority	(1) Bus, communication equipment, generator	\$112,600
180.	2007-0217/Z2	Greenville, City of	(1) Bus	\$100,000
181.	2007-0227/Z2	Huron County Board of Commissioners	Building updates, (1) bus	\$165,000
182.	2007-0240/Z2	Kalkaska Public Transit Authority	Security cameras, radio, computer upgrade	\$ 30,000
183.	2007-0243/Z4	Lenawee County Board of Commissioners	(1) Bus	\$ 85,000
184.	2007-0252/Z3	Marquette County Transportation Authority	Facility construction, bike/ski racks	\$137,000
185.	2007-0253/Z2	Marshall, City of	(1) Bus	\$112,500
186.	2007-0257/Z3	Mecosta Osceola Transit Authority	Facility improvement	\$ 31,250
187.	2007-0285/Z2	Sanilac County Board of Commissioners	Facility construction	\$ 80,000
188.	2007-0292/Z5	St. Joseph County Transportation Authority	(1) Bus, facility improvement	\$106,250
189.	2007-0299/Z3	Van Buren County Board of Commissioners	(1) Bus	\$ 58,000
190.	2007-0302/Z3	Yates Township	(1) Bus	\$ 80,000

Criticality: Approval of these authorizations is critical to allow transit agencies to make facility improvements, purchase equipment, and procure buses that are needed to replace buses that have met their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide funding for capital items under the FY 2007 Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation services and infrastructure.

Funding Source: FTA Funds - \$1,672,084; FY 2007 State Restricted Comprehensive Transportation Funds - \$337,431.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

191.-PASSENGER TRANSPORTATION - Section 5311 Capital Program

200. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program (Economic Development Fund - Category D) grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$615,795. Toll credits in the amount of \$19,876 will be allocated as match for communication equipment, maintenance tools, and a computer. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$512,512; FY 2007 State Restricted Comprehensive Transportation Funds - \$103,283.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
191.	2007-0157/Z6	Allegan County Board of Commissioners	(1) Bus	\$61,000
192.	2007-0159/Z4	ALTRAN Transit Authority	Radio system	\$60,000
193.	2007-0176/Z4	Berrien County Board of Commissioners	(1) Bus	\$65,000
194.	2007-0212/Z2	Gogebic County Transit	(1) Bus	\$66,000
195.	2007-0229/Z2	Interurban Transportation Authority	(1) Bus	\$61,000
196.	2007-0243/Z5	Lenawee County Board of Commissioners	(1) Bus	\$82,000
197.	2007-0250/Z2	Manistee County Board of Commissioners	Facility renovation	\$35,540
198.	2007-0257/Z4	Mecosta Osceola Transit Authority	(1) Van	\$31,250
199.	2007-0274/Z2	Ontonagon County Board of Commissioners	(1) Bus and radio system	\$99,380
200.	2007-0282/Z2	Roscommon County Transportation Authority	(1) Bus	\$54,625

Criticality: Approval of these authorizations is critical to allow transit agencies to make facility improvements and to procure equipment and buses that are needed to replace buses that have met their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide funding for capital items under the FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure and services.

Funding Source: FTA Funds - \$512,512; FY 2007 State Restricted Comprehensive Transportation Funds - \$103,283.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

201. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of hybrid electric buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,353,217. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,682,573; FY 2007 State Restricted Comprehensive Transportation Funds - \$670,644.

Criticality: Approval at this time is critical to replace vehicles that have met their useful lives. The replacement buses are needed to ensure the safety of passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for AATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,682,573; FY 2007 State Restricted Comprehensive Transportation Funds - \$670,644.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

202. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of up to five replacement buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,840,845. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,272,676; FY 2006 State Restricted Comprehensive Transportation Funds - \$568,169.

Criticality: Approval at this time is critical to allow AATA to replace buses that have met their useful lives and that may no longer be safe to operate. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To provide state matching funds for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,272,676; FY 2006 State Restricted Comprehensive Transportation Funds - \$568,169.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

203. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2006 and FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grants for the purchase of replacement buses, mobile fare equipment, shop equipment, and computer hardware and software and for facility renovation, capital maintenance items, planning, capital cost of contracting, and preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$7,899,155. Toll credits in the amount of \$668,000 will be allocated as match for all items except the buy replacement buses and facility renovation line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$6,987,324; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$911,831.

Criticality: Approval at this time is critical allow AATA to replace buses that have met their useful lives and to give the agency access to federal funds necessary to perform preventive maintenance on vehicles. Both projects are needed to ensure the safety of passengers.

Purpose/Business Case: To provide state matching funds for AATA's FY 2006 and 2007 Federal Section 5307 Urbanized Area Formula Capital Program grants.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,987,324; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$911,831.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48104.

204.- PASSENGER TRANSPORTATION - Section 5310 Program

208. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program, Surface Transportation Program, and Economic Development Fund - Category D Program grant for the purchase of replacement transportation vehicles and for facility construction and improvements for five private, nonprofit organizations. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$249,319. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$199,455; FY 2007 State Restricted Comprehensive Transportation Funds - \$49,864.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
204.	2007-0174/Z2	Benzie County Council on Aging	Facility Improvements	\$37,500
205.	2007-0225/Z2	Hope Network, Inc.	(1) Bus	\$80,569
206.	2007-0258/Z1	Menominee/Delta/Schoolcraft Community Action Agency	(1) Van	\$31,250
207.	2007-0267/Z2	Newaygo County Commission on Aging	Vehicle Storage Building	\$62,500
208.	2007-0272/Z1	Oceana County Council on Aging	(1) Bus	\$37,500

Criticality: Approval of these authorizations is critical to allow the transit agencies to make facility improvements, construct facilities, and procure equipment and buses that are needed to replace buses that have met their useful lives. Items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide state matching funds for the purchase of transportation vehicles and facility improvements for five, private nonprofit organizations under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$199,455; FY 2007 State Restricted Comprehensive Transportation Funds - \$49,864.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

209. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will provide state matching funds for BWATC's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to eight compressed natural gas-fueled buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,028,828. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$823,062; FY 2007 State Restricted Comprehensive Transportation Funds - \$205,766.

Criticality: Approval at this time is critical to replace vehicles that have met their useful lives. The replacement buses are needed to ensure the safety of passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for BWATC's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$823,062; FY 2007 State Restricted Comprehensive Transportation Funds - \$205,766.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48060.

210.-PASSENGER TRANSPORTATION - Section 5310 Program

224. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of replacement transportation vehicles. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,145,899. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit (FTA) Administration Funds - \$916,719; FY 2007 State Restricted Comprehensive Transportation Funds - \$229,180.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
210.	2007-0182/Z1	Burnham Brook Center	(2) Vans	\$ 40,800
211.	2007-0194/Z1	Clare County Transit Corporation	(1) Bus	\$106,448
212.	2007-0196/Z1	Community Action Agency of South Central Michigan	(2) Vans	\$ 70,380
213.	2007-0213/Z1	Goodwill Industries	(2) Vans	\$ 75,278
214.	2007-0218/Z1	Growth & Opportunity, Inc.	(3) Vans	\$ 91,910
215.	2007-0220/Z2	Handicappers Information Council & Patient Equipment Locker, Inc.	(1) Bus (1) Van	\$ 48,185 \$ 35,700
216.	2007-0232/Z1	Ionia County Commission on Aging	(1) Van	\$ 43,860
217.	2007-0241/Z3	Key Opportunities, Inc.	(2) Buses	\$169,830
218.	2007-0242/Z1	Lapeer Team Work, Inc.	(3) Vans	\$ 93,415
219.	2007-0251/Z1	Marian E. Burch Adult Day Care & Rehabilitation Center	(1) Van	\$ 33,555
220.	2007-0263/Z2	Montcalm County Board of Commissioners	(1) Van	\$ 40,800
221.	2007-0267/Z1	Newaygo County Commission on Aging	(1) Bus	\$ 49,949
222.	2007-0270/Z1	Northfield's Human Services	(3) Vans	\$111,481
223.	2007-0280/Z1	Presque Isle County Council on Aging	(2) Buses	\$101,668
224.	2007-0300/Z1	Vocational Strategies, Inc.	(1) Van	\$ 32,640

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To provide for the purchase of transportation vehicles for 15 private, nonprofit organizations under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$916,719; FY 2007 State Restricted Comprehensive Transportation Funds - \$229,180.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

225. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will increase federal funds by \$716,817, will increase state matching funds by \$179,205, and will add facility construction and facilities improvements line items. These changes are being requested because these two line items have been added to the federal grant. The original authorization provides state matching funds in the form of toll credits for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for public participation involvement; comprehensive planning/engineering; preventive maintenance; transit safety and security; and the purchase of service/support vehicles, communications equipment, and bus stop amenities. The authorization term remains unchanged, July 13, 2007, through July 12, 2010. The revised authorization amount will be \$24,940,344. The toll credit amount remains unchanged at \$4,808,864. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$24,761,139; FY 2007 State Restricted Comprehensive Transportation Funds - \$179,205.

Criticality: Approval at this time is critical to enable DDOT to proceed with necessary facility repairs.

Purpose/Business Case: To provide for an increase of \$716,817 in federal funds and an increase of \$179,205 in state matching funds for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant and to add facility construction and facilities improvements line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$24,761,139; FY 2007 State Restricted Comprehensive Transportation Funds - \$179,205.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

226. PASSENGER TRANSPORTATION - M-10 Transit Alternatives

Retroactive Project Authorization (Z4) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide 100 percent state funding for DDOT's FY 2007 M-10 Transit Alternative project to mitigate the impact on travelers of construction on M-10 (247 days retroactive). The funds will be used to provide operating assistance for additional transit service around the construction area and to provide information to the public regarding the status of the work on M-10. The authorization will be in effect from January 1, 2007, through December 31, 2007. The contract was delayed because this type of funding for an integrated, multimodal alternative to highway construction is new to MDOT, and staff needed additional time to coordinate efforts with local entities to initiate the authorization. The authorization amount will be \$641,228. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Trunkline Funds - \$641,228.

Criticality: Approval is critical to provide operating assistance for alternative transit service during construction on M-10.

Purpose/Business Case: To provide additional transit service and information to the public to mitigate the impact of highway construction.

Benefit: Increased public safety through improved transportation services.

Funding Source: FY 2007 State Trunkline Funds - \$641,228.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is increased congestion and reduced safety in a highway construction area.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

227. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the lease/purchase of up to 64 replacement buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,984,621. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,587,697; FY 2007 State Restricted Comprehensive Transportation Funds - \$396,924.

Criticality: Approval at this time is critical to replace vehicles that have met their useful lives. The replacement buses are needed to ensure the safety of passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,587,697; FY 2007 State Restricted Comprehensive Transportation Funds - \$396,924.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

228. PASSENGER TRANSPORTATION - Section 5316 JARC Program

Project Authorization (Z7) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2006 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant for the transportation of welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,369,790. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,684,895; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,684,895.

Criticality: The approval of this authorization is critical to allow continuation of transportation to work services for low-income individuals in the city of Detroit.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2006 Section 5316 JARC Program grant for the transportation of welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$1,684,895; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,684,895.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and needed transportation services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

229.- PASSENGER TRANSPORTATION - Section 5310 Program

234. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of replacement transportation vehicles. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$3,619,197. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,895,358; FY 2007 State Restricted Comprehensive Transportation Funds - \$723,839.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
229.	2007-0225/Z1	Hope Network, Inc.	(8) Buses	\$ 588,744
230.	2007-0228/Z1	Huron County Transit Corporation	(6) Buses	\$ 810,502
231.	2007-0234/Z1	Iosco Transit Corporation	(3) Buses	\$ 327,835
232.	2007-0278/Z2	Pioneer Resources	(3) Buses	\$ 285,600
			(2) Vans	\$ 71,400
233.	2007-0286/Z1	Sanilac Transportation Corporation	(9) Buses	\$1,033,668
234.	2007-0294/Z6	Suburban Mobility Authority	Up to (9) Buses	\$ 471,868
		for Regional Transportation	(1) Van	\$ 29,580

Criticality: Approval of these authorizations is critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To provide for the purchase of transportation vehicles for five private, nonprofit organizations and one public transit agency under the FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,895,358; FY 2007 State Restricted Comprehensive Transportation Funds - \$723,839.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: These are new projects.

Zip Code: 48909.

235. PASSENGER TRANSPORTATION - Section 5307/CMAQ/Surface Transportation Program
Project Authorization (Z3) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will provide state matching funds for ITP's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Surface Transportation Program grant for the purchase of five replacement buses and eight expansion vans and for ozone action day activities. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$748,258. Toll credits in the amount of \$16,000 will be allocated as match for the ozone action days line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$614,607; FY 2007 State Restricted Comprehensive Transportation Funds - \$133,651.

Criticality: Approval of this authorization is critical at this time to allow ITP to replace buses that have met their useful lives and to purchase expansion vans. Both projects are needed to ensure the safety of passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for ITP's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program, CMAQ Improvement Program, and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$614,607; FY 2007 State Restricted Comprehensive Transportation Funds - \$133,651.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

236. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z4) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will provide state matching funds for ITP's FY 2007 Federal Section 5309 Capital Discretionary Program - High Priority Project grant for the purchase of 15 replacement buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,049,220. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,039,376; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,009,844.

Criticality: Approval of this authorization at this time is critical to avoid procurement delays for necessary transportation infrastructure.

Purpose/Business Case: To provide state matching funds for ITP's FY 2007 Federal Section 5309 Capital Discretionary Program - High Priority Project grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,039,376; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,009,844.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

237. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will provide state matching funds for ITP's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of six replacement buses; the lease of bus tires; the purchase of equipment (facility, computer, shop, office, surveillance/security, an Americans with Disabilities Act compliant vehicle, and miscellaneous support); the purchase of bus stop signs, passenger shelters, and information displays; land acquisition; architectural and design services (A&E); facility construction and related construction items (i.e. planning); the rehabilitation of an administrative/maintenance facility; and preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$7,208,534. Toll credits in the amount of \$584,418 will be allocated as match for all line items except the A&E, rehabilitation of the administrative/maintenance facility, facility construction, and land acquisition. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$6,364,744; FY 2007 State Restricted Comprehensive Transportation Funds - \$843,790.

Criticality: Approval of this authorization at this time is critical to avoid procurement delays for necessary transportation infrastructure.

Purpose/Business Case: To provide state matching funds for ITP's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,364,744; FY 2007 State Restricted Comprehensive Transportation Funds - \$843,790.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

238. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of mobile surveillance and security equipment. The authorization will be in effect from May 29, 2007, through May 28, 2010. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$37,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$30,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,500.

* Denotes a non-standard contract/amendment

Criticality: The purchase of mobile surveillance and security equipment is essential to enable JTA to meet the FTA's requirements for transit security and to enhance JTA's facility security.

Purpose/Business Case: To provide state matching funds for JTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$30,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49203.

239. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2007-0245) between MDOT and the Livingston County Board of Commissioners will provide state matching funds in the form of toll credits for the County's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$128,000. Toll credits in the amount of \$25,600 will be allocated as state match for the preventive maintenance line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$128,000.

Criticality: Approval at this time is critical to give the County access to federal funds necessary to perform preventive maintenance on vehicles to ensure safe operation.

Purpose/Business Case: To provide state matching funds in the form of toll credits for the County's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$128,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

240. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z3) issued under Master Agreement (2007-0246) between MDOT and the Ludington Mass Transportation Authority (LMTA) will provide state matching funds for LMTA's FY 2007 Section 5311 Nonurbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant for the replacement of a utility vehicle and the purchase of up to seven buses. The authorization will be in effect from the effective date of the federal grant through three years. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$461,996. Toll credits in the amount of \$6,000 will be allocated as match for the utility vehicle line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$375,597 through FY 2007 State Restricted Comprehensive Transportation Funds - \$86,399.

Criticality: Approval of this authorization is critical to allow LMTA to replace vehicles that have met their useful lives. The vehicles are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide for the replacement of a utility vehicle and the purchase of up to seven buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$375,597; FY 2007 State Restricted Comprehensive Transportation Funds - \$86,399.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49431.

241. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance; the construction of a service center; the rehabilitation of revenue vehicles; the renovation and lease of administrative and maintenance facilities; and the purchase of capital maintenance items, shop equipment, security equipment, computer hardware and software, administrative support vehicles, bus shelters, and signage. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$6,253,604. Toll credits in the amount of \$530,711 will be allocated as match for all line items except the construction of the service center, the rehabilitation/rebuilding of revenue vehicles, and the rehabilitation/rebuilding of the administrative and maintenance facilities. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,533,594; FY 2007 State Restricted Comprehensive Transportation Funds - \$720,010.

Criticality: Approval of this authorization is critical because these projects are for transportation infrastructure improvements that are essential in order for MTA to continue to provide safe, reliable transportation services to the public.

Purpose/Business Case: To provide state matching funds for MTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,533,594; FY 2007 State Restricted Comprehensive Transportation Funds - \$720,010.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

242. PASSENGER TRANSPORTATION - Section 5316 JARC Program

Project Authorization (Z6) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2007 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. This program provides work-related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$436,790. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds- \$218,395; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$218,395.

Criticality: Approval at this time is critical to provide funds to MTA for continuation of the transportation to work service for Genesee County residents.

Purpose/Business Case: To provide state matching funds for MTA's FY 2007 Federal Section 5316 JARC Program grant for transportation to work services for Genesee County residents.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$218,395; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$218,395.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and needed transportation to work services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a continuation of previous years' JARC Program grants.

Zip Code: 48503.

243. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z1/R1) under Master Agreement (2007-0260) between MDOT and the Midland County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the County to complete the project. Three years is usually provided to complete transit capital projects, but since most of the projects in this program were operating projects, only one year was initially provided. The County decided that its funds would be more efficiently and effectively put to use through the purchase of a vehicle locator system (VLS). As a result, the extension is requested to provide additional time to issue a request for proposals, contract with a vendor, and purchase, install, and test a VLS. The original authorization provides state matching funds for the County's FY 2007 Federal Section 5316 Job Access and Reverse Commute Program grant for the transportation of welfare recipients and eligible low-income individuals to and from jobs and activities related their employment. The revised authorization term will be October 1, 2006, through September 30, 2009. The authorization amount remains unchanged at \$75,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$60,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$15,000.

Criticality: Approval of this authorization is critical to the safety and efficiency of the service.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the County to purchase an advanced VLS to enhance transportation safety and efficiency through advanced technology.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$60,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$15,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48640.

244. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z3) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for Muskegon's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of one bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$310,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$248,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$62,000.

Criticality: Approval of this authorization at this time is critical to avoid procurement delays for necessary transportation infrastructure. The funds in this authorization will allow Muskegon to replace a bus that has met its useful life. A replacement bus is needed to ensure the safety of passengers.

Purpose/Business Case: To provide state matching funds for Muskegon's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$248,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$62,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

245. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z4) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for Muskegon's FY 2006 and FY 2007 Federal Section 5309 Capital Discretionary Program grant for project administration and the construction of a bus terminal. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$977,493. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$781,994; FY 2007 State Restricted Comprehensive Transportation Funds - \$195,499.

Criticality: Approval of this authorization at this time is critical to avoid procurement delays for necessary transportation infrastructure.

Purpose/Business Case: To provide state matching funds for Muskegon's FY 2006 and FY 2007 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$781,994; FY 2007 State Restricted Comprehensive Transportation Funds - \$195,499.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

246. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds in the form of toll credits under the County's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$240,000. Toll credits in the amount of \$48,000 will be allocated as match for the preventive maintenance line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$240,000.

Criticality: Approval at this time is critical to give Muskegon County access to federal funds necessary to perform preventive maintenance on vehicles to ensure safe operation.

Purpose/Business Case: To provide state matching funds in the form of toll credits for the County's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$240,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

247. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z6) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for Muskegon's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of one bus. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$317,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$254,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$63,500.

Criticality: Approval of this authorization at this time is critical to avoid procurement delays for necessary transportation infrastructure. The funds in this authorization will allow Muskegon to replace a bus that has met its useful life. A replacement bus is needed to ensure the safety of passengers.

Purpose/Business Case: To provide state matching funds for Muskegon's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$254,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$63,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49444.

248. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2007-0268) between MDOT and the City of Niles will provide state matching funds for the City's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant for bus and van replacement, rehabilitation/renovation of the maintenance facility, and preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$273,500. Toll credits in the amount of \$17,600 will be allocated as match for the preventive maintenance line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$236,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$37,100.

Criticality: Approval at this time is critical to replace vehicles that have met their useful lives, to perform rehabilitation on the maintenance facility, and to provide access to federal funds necessary to perform preventive maintenance on vehicles. All of these projects are to ensure the safety of passengers.

Purpose/Business Case: To provide state matching funds for the City's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$236,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$37,100.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

249. PASSENGER TRANSPORTATION – M-10 Transit Alternatives

Retroactive Project Authorization (Z5) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb and Monroe Counties, will provide 100 percent state funding for SMART's FY 2007 M-10 Transit Alternative project to mitigate the impact on travelers of construction on M-10. The funds will be used to provide operating assistance for additional transit service around the construction area and to provide information to the public regarding the status of the work on M-10. The authorization will be in effect from January 1, 2007, through December 31, 2007 (247 days retroactive.) The contract was delayed because this type of funding for an integrated, multimodal alternative to highway construction is new to MDOT, and staff needed additional time to coordinate efforts with local entities to initiate the contract. The authorization amount will be \$83,804. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2007 State Trunkline Funds - \$83,804.

Criticality: Approval is critical to provide operating assistance for alternative transit service during construction on M-10.

Purpose/Business Case: To provide additional transit service and information to the public to mitigate the impact of highway construction.

Benefit: Increased public safety through improved transportation services.

Funding Source: FY 2007 State Trunkline Funds - \$83,804.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is increased congestion and reduced safety in a highway construction area.

Cost Reduction: Reimbursement is based on the costs of services provided.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

250. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z7) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb and Monroe Counties, will provide state matching funds for SMART's FY 2007 Federal Section 5309 Capital Discretionary Program - High Priority Project grant for maintenance facility renovation. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,187,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,750,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$437,500.

Criticality: Approval at this time is critical to make safety-related repairs to transit maintenance facilities.

Purpose/Business Case: To provide state matching funds for SMART's FY 2007 Federal Capital Discretionary Program - High Priority Project grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,750,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$437,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

251. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z8) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), in Wayne County, will provide state matching funds and federal funds under MDOT's FY 2007 Federal Section 5304 State Planning and Research Program grant for the conduct of a transit user/market research survey for SMART's transit system. SMART provides transit services in Wayne, Oakland, Macomb, and Monroe Counties. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$300,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$240,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$60,000.

Criticality: Approval of this authorization is critical to allow SMART to conduct the survey and gain information to assist it in improving transportation service.

Purpose/Business Case: To provide FY 2007 Federal Section 5304 State Planning and Research Program grant funds and state matching funds to SMART for the conduct of a transit user/market research survey.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$240,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$60,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

252. *PASSENGER TRANSPORTATION - Section 5311 Operating Revenue Grant

Amendatory Contract (2007-0331/A2) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide additional funding of \$16,985 for the Federal Section 5311 Nonurbanized Area Formula Operating Program for FY 2007 under Federal Grant MI-18-X041. The additional funds will be used for the Rural Transit Assistance Program (RTAP). The revised grant amount will be \$12,489,253 (including \$272,125 for program administration and \$214,199 in RTAP funds). The grant term remains unchanged, October 1, 2006, through September 30, 2007. Source of Funds: FTA Funds - \$12,489,253.

Criticality: This amendment is critical to secure additional federal RTAP funds.

Purpose/Business Case: To provide for \$16,985 in additional RTAP funding for the FY 2007 Section 5311 Nonurbanized Area Formula Operating Program under Federal Grant MI-18-X041.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$12,489,253.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

253. ***PASSENGER TRANSPORTATION - Section 5311 Operating Revenue Grant**

Amendatory Contract (2007-0331/A3) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide additional funding of \$471,937 for the FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program under Federal Grant MI-18-X041. The revised grant amount will be \$12,961,190 (including \$272,125 for program administration and \$197,214 in Rural Transit Assistance Program funds). The grant term remains unchanged, October 1, 2006, through September 30, 2007. Source of Funds: FTA Funds - \$12,961,190.

Criticality: Approval of this amendment is critical to secure additional operating assistance funds.

Purpose/Business Case: To provide for \$471,937 in additional funding for the FY 2007 Section 5311 Operating Assistance Program under Federal Grant MI-18-X041.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$12,961,190.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

254. ***PASSENGER TRANSPORTATION - Interagency Agreement**

Retroactive Contract (2007-0546) between MDOT and the Michigan Department of Labor and Economic Growth (MDLEG) will transfer \$550,000 of FY 2007 funds from MDLEG to MDOT to fund transportation to work services in Genesee County (339 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDLEG, and the Michigan Department of Human Services will each provide funds to be used as a portion of the match for Flint Mass Transportation Authority's FY 2006 Federal Section 5316 Job Access and Reverse Commute grant. The contract will be in effect from October 1, 2006, through September 30, 2007. The contract amount will be \$550,000. This contract is retroactive as MDOT did not receive the contract documents from MDLEG until late in the fiscal year. Source of Funds: MDLEG Funds - \$550,000.

Criticality: MDLEG, the Michigan Department of Human Services, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2006. MDLEG's funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their places of employment.

Purpose/Business Case: To provide MDLEG FY 2007 funding of \$550,000 for transportation to work services in Genesee County.

Benefit: Will provide funds to transport welfare recipients and low income individuals to and from employment.

Funding Source: MDLEG Funds - \$550,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that needed transportation services will not be provided.

Cost Reduction: Revenue grant from MDLEG; amount is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

255. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z10) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide for the reassignment of project equipment and administration responsibilities originally processed under Contract (2001-0945) from the City of Holland to MAETA. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, maintenance equipment, shelters, and radios. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$506,250. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$405,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$101,250.

Criticality: Approval of this authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide state matching funds for the MAETA's FY 2001 Section 5307 Capital Discretionary Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, maintenance equipment, shelters, and radios.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$405,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$101,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

256. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide for the reassignment of project equipment and administration responsibilities originally processed under Contract (2001-0868) from the City of Holland to MAETA. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, radios, bus equipment and maintenance equipment. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$436,500. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$349,200; FY 2001 State Restricted Comprehensive Transportation Funds - \$87,300.

Criticality: Approval of this authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide state matching funds for the MAETA's FY 2000 Section 5307 Capital Discretionary Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, radios bus equipment and maintenance equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$349,200; FY 2001 State Restricted Comprehensive Transportation Funds - \$87,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

257. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z12) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA) will provide for the reassignment of project equipment and administration responsibilities originally processed under Contract (99-0693) from the City of Holland to MAETA. The City of Holland feels that it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses and radio communications equipment and for facility renovations. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$725,000. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$580,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$145,000.

Criticality: Approval of this authorization is critical because operation of service has shifted from the City of Holland to the new Authority as of July 1, 2007.

Purpose/Business Case: To provide state matching funds for the MAETA's FY 1999 Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses and radio communications equipment and for facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$580,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$145,000

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

258. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z13) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide state matching funds for MAETA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of up to two buses. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$86,250. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$69,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$17,250.

Criticality: Approval of this authorization is critical at this time to allow MAETA to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of passengers and to improve air quality.

Purpose/Business Case: To provide state matching funds for MAETA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$69,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$17,250.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

259. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2007-0627) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$2,200,000 in FY 2007 Section 5309 Capital Discretionary Program funds to the state for the purchase of replacement buses for 12 eligible transit agencies participating in the program. State matching funds in the amount of \$550,000 will be provided, for a total contract amount of \$2,750,000. The contract will be in effect from July 30, 2007, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$2,200,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$550,000.

Criticality: Approval of this contract is critical to allow transit agencies to undertake the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of passengers.

Purpose/Business Case: To provide federal and state funding for the purchase of replacement buses for 12 eligible transit agencies under the FY 2007 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,200,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$550,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

260. *PASSENGER TRANSPORTATION - Intercity Capital

Contract (2007-0757) between MDOT and Greyhound Lines, Inc., will provide FY 2007 state intercity capital funds for improvements to the MDOT-owned Southfield transportation facility and grounds that are operated by and leased to Greyhound for intercity bus service. Operation of this facility ensures continuation of existing intercity bus service at Southfield, providing uninterrupted intercity bus service to surrounding urban neighborhoods and access to essential transportation service with links to the national transportation system. Southfield Terminal Lease Agreement (87-0492) between MDOT and Greyhound stipulates that MDOT is responsible for major repairs in excess of \$250. The contract will be in effect from date of award through two years. The contract amount will be \$40,000. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$40,000.

Criticality: Approval of this contract is critical to ensure public safety, reduce MDOT's exposure to actionable liability, and prevent further damage to the facility.

Purpose/Business Case: To provide state funding to prevent the deterioration of the MDOT-owned Southfield transportation facility.

Benefit: Will promote public safety, reduce MDOT's exposure to actionable liability, and prevent the deterioration of the Southfield transportation facility.

Funding Source: FY 2007 State Restricted Comprehensive Transportation Funds - \$40,000.

Commitment Level: Contract amount is based on independent cost estimates.

Risk Assessment: The risk of not approving this contract is that public safety could be jeopardized, MDOT's exposure to actionable liability could increase, and the deterioration of the facility could continue unabated.

Cost Reduction: Amount is determined by MDOT based on independent cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48033.

261. *PASSENGER TRANSPORTATION - Interagency Agreement

Retroactive Interagency Agreement (2007-0764) between MDOT and the Michigan Department of Human Services (MDHS) will transfer \$550,000 of FY 2007 funds from MDHS to MDOT to fund transportation to work services in Genesee County (339 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDHS, and the Michigan Department of Labor and Economic Growth (MDLEG) will each provide funds to be used with Flint Mass Transportation Authority's FY 2006 Federal Section 5316 Job Access and Reverse Commute grant. This contract is retroactive as MDOT did not receive the contract documents from MDHS until late in the fiscal year. The contract will be in effect from October 1, 2006, through September 30, 2007. The contract amount will be \$550,000. Source of Funds: MDHS Funds - \$550,000.

Criticality: MDHS, MDLEG, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2006. The MDHS funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their employment.

Purpose/Business Case: To provide MDHS FY 2007 funding of \$550,000 for transportation to work services in Genesee County.

Benefit: Will provide funds to transport welfare recipients and low income individuals to and from employment.

Funding Source: MDHS Funds - \$550,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that needed transportation to work services will not be provided.

Cost Reduction: Revenue grant from MDHS; amount is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

262. TRANSPORTATION PLANNING - Public Spaces Improvements and Capitol Projects

Authorization (Z10) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for public spaces improvements and capitol projects under Part C of the Byways Story Phase I. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$60,000. The contract term is June 23, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

Criticality: These funds were awarded by Congress based on merit and a competitive application process. The funds can only be used for this project; if MDOT does not move forward on the projects, the FHWA may redistribute the funds to other states, and an economic development project for southeast Michigan could be lost.

Purpose/Business Case: To provide for public spaces improvements and capitol projects, including, but not limited to, signage, streetscape elements, banners, benches, planters, and trash receptacles.

Benefit: Will provide impartial professional, corridor planning practices and project implementation services to stakeholders, agencies and special interest groups concerned with the continuing development of the Woodward Avenue Heritage Route.

Funding Source: 100% FHWA Funds (Scenic Byways Discretionary).

Commitment Level: Contracts are fixed cost as estimated on federal merit based discretionary funds.

Risk Assessment: MDOT could lose FHWA discretionary funds.

Cost Reduction: Projects are awarded based on fixed cost applications.

Selection: N/A for authorization; best/sole source for indefinite delivery of services contract.

New Project Identification: This is not a new project.

Zip Code: 48073.

SUBCONTRACTS

263.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 471,684
	3790 West Sanilac Road	Engineer's Estimate:	\$ 496,500
	Snover, MI 48472	Over/Under:	- 5.0%

Description of Work: Hot Mix Asphalt (HMA) Overlay and Shoulder Restoration

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for asphalt overlay on M-25 in Sanilac County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The chipseal on this road is at the end of its life cycle and will deteriorate quickly if not fixed soon. When chipseal starts deteriorating, there is stone loss from the chipseal, leaving only emulsion on the driving surface. When this surface becomes wet or snow covered, it gets very slippery and drivers may have difficulty maintaining vehicle control. Overlay is needed to restore skid resistance to roadways to prevent accidents.

Purpose/Business Case: To provide for HMA overlay and shoulder restoration on M-25 from the south village limit of Port Sanilac to Holverson Road in Sanilac County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48472.

264.	Elmers Crane and Dozer	Low Bid:	\$ 56,017.50
	3600 Rennie School Road	Engineer's Estimate:	\$ 61,110.00
	Traverse City, MI 49696	Over/Under:	- 8.3%

Description of Work: Shoulder Restoration

Approval is requested to authorize the Lake County Road Commission to award a subcontract for shoulder paving at various locations on US-10 in Lake County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the shoulders will continue to deteriorate, and the risk of accidents could increase. Deterioration of the shoulder ribbon due to poor drainage has caused severe edge drops along the driving lane, which has become a safety hazard for motorists. These edge drops are on the inside curves where large trucks and other vehicles tend to drive off the pavement, creating the possibility of rollover accidents.

Purpose/Business Case: To provide for the repavement of shoulders on US-10 in Lake County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the shoulders of the road could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49696.

265.	Michigan Paving and Material Co.	Low Bid:	\$ 287,683.75
	DBA Klett Construction	Engineer's Estimate:	\$ 318,396.42
	46046 Red Arrow Highway	Over/Under:	- 9.6%
	Paw Paw, MI 49079		

Description of Work: Hot Mix Asphalt (HMA) Overlay

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for HMA overlay on M-140 in Berrien County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through October 19, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The micro surface on this road is in poor condition and is deteriorating quickly. The surface is starting to become unbonded from the asphalt underneath, causing shallow potholes, and is beginning to display early stages of rutting, which causes the road to hold water that can create hazardous driving conditions like hydroplaning during rain or snow events. Overlay is needed to fix this problem and prevent accidents.

Purpose/Business Case: To provide for HMA overlay for 0.726 miles of M-140 in Berrien County. The project begins 100 ft north of Lane Drive and proceeds north toward the city of Watervliet, ending at the pavement change 50 feet south of Red Arrow Highway.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49079.

266.	North Electric Inc.	Low Bid:	\$ 42,500
	1003 Wisconsin Avenue	Engineer's Estimate:	\$ 60,000
	Gladstone, MI 49837	Over/Under:	- 29.2%

Description of Work: Relocation of Overhead Electric and Cable Lines

Approval is requested to authorize the City of Negaunee to award a subcontract for the relocation of overhead electric and cable TV lines approximately 15 feet south in the city of Negaunee. This work is in preparation for the construction of a center turn lane on US-41 to be constructed in the summer of 2008. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through October 15, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the power poles and lines will remain in the way of future construction along this stretch of road. Construction will be delayed due to these power poles being too close to the road.

Purpose/Business Case: To provide for the relocation of overhead electric and cable TV lines approximately 15 feet south in the City of Negaunee.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the upcoming project will not be completed.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49837.

267.	Oberstar, Inc.	Low Bid:	\$ 69,557
	1900 Industrial Parkway	Engineer's Estimate:	\$ 70,000
	Marquette, MI 49855	Over/Under:	- 0.6%

Description of Work: Relocation of Sanitary Sewer Force Main

Approval is requested to authorize the City of Negaunee to award a subcontract for the relocation of 940 feet of sanitary sewer force main that carries the discharge from the Camlaria Lift Station. The sewer main will be relocated in preparation for the construction of road widening on US-41 in the summer of 2008. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 21, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the sanitary sewer force main will remain in the way of future construction along this stretch of road. Construction would be delayed due to the sanitary sewer force main being too close to the road.

Purpose/Business Case: To provide for relocation of 940 feet of sanitary sewer force main on US-41 from Tilot Street to Water Street on the south side of US-41 in the city of Negaunee.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the upcoming road widening project will not be completed.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49855.

268.	Woodland Paving Co.	Low Bid	\$ 59,712
	3566 Millcreek	Engineer's Estimate:	\$ 81,600
	P.O. Box 309	Over / Under:	- 26.8%
	Comstock Park, MI 49321		

Description of Work: Paving of Detour Route

Approval is requested to authorize the Newaygo County Road Commission to award a subcontract for the paving of approximately one mile of roadway to be used as a detour route during the removal and replacement of the Pennoyer Creek Bridge on M-37 in Newaygo County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through October 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the bridge will continue to deteriorate. The bridge is crumbling and has deteriorated so badly that it is now considered hazardous. The detour route consists of an unpaved roadway, which needs to be paved to provide a safer detour route for travelers.

Purpose/Business Case: To pave Centerline (Old M-37) between M-82 and M-37 Brooks Township to become a detour route when the bridge over Pennoyer Creek is being replaced.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The paving of this roadway will create a safer detour route for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49321.

269.	Woodland Paving Co. 3566 Millcreek P.O. Box 309 Comstock Park, MI 49321	Low Bid: Engineer's Estimate: Over / Under:	\$ 39,894 \$ 44,998 - 11.1%
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Description of Work: Paving of Car Pool Lot

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for paving of the car pool lot at the Sand Lake exit of US-131 in Montcalm County. The project was advertised, and six bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the lot will continue to deteriorate. The gravel lot has an uneven surface, which could result in an increased risk of accidents.

Purpose/Business Case: To improve the safety of the parking lot at the Sand Lake exit of US-131. The project includes grading existing surface, new asphalt surface, ditch cleanout, restoration, and pavement markings.

Benefit: Will provide for a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The repair of the car pool lot will provide a safer place for commuters to leave their vehicles for the day.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49321.

BID LETTING

LOCAL PROJECTS

270. LETTING OF AUGUST 03, 2007
PROPOSAL 0708034
PROJECT EDD 37555-76703
LOCAL AGRMT. 07-5405
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 12, 2007

ENG. EST.	LOW BID
\$ 962,953.00	\$ 749,256.74
% OVER/UNDER EST.	
-22.19 %	

9.50 mi of hot mix asphalt resurfacing, aggregate shoulders, drainage, slope restoration, and pavement markings on Old 27 from South County Line Road northerly to Millbrook Road, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 749,256.74	Same	1 **
Rieth-Riley Construction Co., Inc.			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76703A

Isabella County	20.00 %
State Restricted Economic Development Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded state funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48883.

271.	LETTING OF AUGUST 03, 2007 PROPOSAL 0708042 PROJECT BRO 63012-78951 LOCAL AGRMT. 07-5375 START DATE - 10 days after award COMPLETION DATE - 120 calendar days	ENG. EST. \$ 1,554,279.70	LOW BID \$ 1,815,372.88	% OVER/UNDER EST. 16.80 %
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Bridge removal and replacement along with related approach work on Peters Street at Huron River in the village of Milford, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 1,815,372.88	Same	1 **
Dan's Excavating, Inc.	\$ 1,859,745.82	Same	2
Posen Construction, Inc.	\$ 2,061,408.10	Same	3
Davis Construction, Inc.	\$ 2,231,256.71	Same	4
E. C. Korneffel Co.	\$ 2,273,262.00	Same	5
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Midwest Bridge Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78951A

Federal Highway Administration Funds	76.39 %
Village of Milford	9.29 %
State Restricted Trunkline Funds	14.32 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48381.

EXTRAS

272. Extra 2007 - 117

Control Section/Job Number: 19400-72112 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: Local Agency
Engineer's Estimate: \$185,234.00

Description of Project:

0.50 miles of subgrade undercutting and hot mix asphalt overlay on West Clark Road from Myers Road to US-27BR in Clinton County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	December 6, 2006	
Original Contract Amount:	\$144,403.22	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>53,940.00</u>	<u>+ 37.35%</u>
Revised Total	<u>\$198,343.22</u>	+ 37.35%
 <u>Offset Information</u>		
Total Offsets This Request	(\$39,000.00)	- 27.01%
Net Revised Request	\$14,940.00	+ 10.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$144,403.22.

Approval of this extra will place the authorized status of the contract 37.35% or \$53,940. over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Subgrade Undercutting, Type II Special	870.000 Cyd @ \$62.00/Cyd	<u>\$53,940.00</u>
Total		<u>\$53,940.00</u>

CM 1 Offset Information

Subgrade Undercutting Special	-1,000.000 Syd @ \$39.00/Syd	(\$39,000.00)
Total		(\$39,000.00)

Net Revised CM 1 Request	<u>\$14,940.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

The project contained a special provision for the subgrade undercutting on the project. This special provision indicated that the undercut area should be backfilled with 6A stone. The project engineer for the road commission requested that the contractor use 100 percent crushed stone instead of regular 6A. The engineer requested the use of the crushed stone in lieu of the natural stone due to the increased stability with crushed stone. The extra cost for Subgrade Undercutting, Type II Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index. The above item is offset by a \$39,000 decrease in the original item.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and are now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; Clinton County, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48820.

273. **Extra 2007 - 118**

Control Section/Job Number: 63081-45715 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: CH2M Hill Michigan, Inc.
Engineer's Estimate: \$26,681,037.97

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, MITS, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(518,031.58)	- 1.97%
Total of Extras/Adjustments (Approved to Date):	2,741,654.04	+ 10.40%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
THIS REQUEST	<u>58,712.71</u>	<u>+ 0.22%</u>
Revised Total	<u>\$28,637,126.24</u>	+ 8.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.42% over the original budget for an **Authorized to Date Amount** of \$28,578,413.53.

Approval of this extra will place the authorized status of the contract 8.64% or \$2,278,735.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06
2006-145	6 r. 1, 8	\$868,788.50	11/07/06
2006-171	7 r. 1	\$20,615.94	12/19/06
2007-14	10, 11	\$76,442.77	02/06/07
2007-47	13, 14	\$51,995.28	04/03/07

Contract Modification Number(s): 20

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Magnetometer Transmission Line	2,611.000 Ft @ \$1.56/Ft	\$4,073.16
Power Feed to Existing MITS Cabinet (F.A. #12)		925.02
Connection of Proposed Street Lighting (F.A. #13)		2,305.38
Traffic Signal, Ex. Place in Service (F.A. #14)		319.16
Handhole, Existing – Adjustment	1.000 Ea @ 420.000 Ea	420.00
Conduit Repair and Replacement - Ramp D (F.A. #15)		1,620.15
Repair Existing Service – Ramp J		282.58
Relocation – Tower Lighting Unit #1		5,561.96
MITS Conduit Repair – SB M-10 (F.A. #17)		934.07
Median Barrier Lighting Poles – Modified		3,802.05
Additional Connections – MDOT MITS (F.A. #18)		3,158.53
Maintaining Water Sprinkler Systems	2.330 Ea @ \$1,558.33/Ea	3,630.91
Conduit and Cable Repairs – Pernick Drain (F.A. #20)		3,952.20
Sewer Cl A, 15 inch, Tr Det B	48.000 Ft @ \$48.00/Ft	2,304.00
Culv End Sect, Conc, 15 inch	2.000 Ea @ \$450.00/Ea	900.00
Dr Structure Cover, Adg, Case 1	2.000 Ea @ \$316.80/Ea	633.60
Dr Structure, Tap, 36 inch	1.000 Ea @ \$625.00/Ea	625.00
Geotextile, Stabilization	2,156.600 Syd @ \$1.86/Syd	4,011.28
Mulch	15,654.770 Syd @ \$0.75/Syd	11,741.08
Sewer Bulkhead, 12 inch	8.000 Ea @ \$ 300.00/Ea	2,400.00
Subgrade Undercutting, Type I	456.480 Cyd @ \$11.20/Cyd	5,112.58
Total		<u>\$58,712.71</u>

Reason(s) for Extra(s)/Adjustment(s):

The plans did not show that a transmission line would be needed from the Michigan Intelligent Transportation System (MITS) transmission station on ramp Q across northbound M-10 to ramp F. The engineer directed the contractor to install the transmission line. This item was originally set up on contract modification 4 and now represents the amount placed to date. The extra cost for Magnetometer Transmission Line was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index and other projects containing MITS items.

The existing power wires to the MITS cabinet located at westbound I-696 and northbound M-10 were deteriorated and needed to be replaced. The contractor was directed by the engineer to replace the wires in the existing conduit. The extra cost for Power Feed to Existing MITS Cabinet (F.A. #12) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The new street lighting needed to be connected to the old system. The engineer directed the contractor to expose the conduit under the shoulder, clean out the existing conduit, extend the conduit to the handhole and place the cable for final splicing to the new system. The extra cost for Connection of Proposed Street Lighting (F.A. #13) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The traffic signal on northbound M-10 at the Lahser Road ramps had to be placed back in service when traffic was shifted back to normal configuration. The engineer directed the contractor to complete this work. The extra cost for Traffic Signal, Ex. Place in Service (F.A. #14) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

An existing hand hole in the gore area at northbound M-10 and ramp F had to be adjusted to the new grades. The engineer directed the contractor to adjust the hand hole. The extra cost for Handhole, Existing - Adjustment was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

When the guardrail was installed on ramp D, it damaged the existing MITS conduit. The conduit was not marked, so the engineer directed the contractor to repair and replace the conduit. The extra cost for Conduit Repair and Replacement – Ramp D (F.A. #15) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The wires for the existing electric service at the south service road and ramp J kept overheating and needed to be replaced. The engineer directed the contractor to replace the wires with larger wires. The extra cost for Repair Existing Service – Ramp J (F.A. #16) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

When the contractor attempted to install the tower light foundation at the location shown on the plans, they encountered an existing drainage chamber and other concrete debris. The engineer directed the contractor to move the location 25 feet to the west to avoid the items. This extra will compensate the contractor for the attempted foundation at the original location. The extra cost for Relocation – Tower Lighting Unit #1 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Some of the MITS conduit was damaged on southbound M-10; this was not attributed to the contractor's work. The engineer directed the contractor to locate the damaged areas, and repair or replace the conduit. The extra cost for MITS Conduit Repair – SB M-10 (F.A. #17) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The light poles shown in the contract documents were for a square base light pole. It was determined that the existing foundation was a rectangle. The engineer directed the contractor to supply the rectangular base light poles. The contractor had already purchased the square base light poles. The engineer directed them to deliver these to the maintenance garage in Auburn Hills to be used on other projects. The extra cost for Median Barrier Lighting Poles – Modified was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the equipment, labor and materials necessary to complete the work.

The engineer directed the contractor to install some additional conduit for the MITS system. This was requested by MITS equipment technician. This included new conduit on ramp Q, ramp F and northbound M-10 to the tower house east of ramp Q. It also involved extending the conduit to the shelter and coring the shelter wall. The extra cost for Additional Connections – MDOT MITS (F.A. #18) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Several water sprinkler systems which were not identified on the plans were damaged during the course of the project. The engineer directed the contractor to make the needed repairs. The extra cost for Maintaining Water Sprinkler Systems was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoices for the subcontractor to perform the work, and with similar work in MDOT's Average Unit Price Index.

During the reconstruction of the Pernick Drain some of the existing street lighting conduit and cable was damaged. The lines were not marked and the engineer determined that the damage was not the fault of the contractor. The engineer directed the contractor to repair the conduit and cable. The extra cost for Conduit and Cable Repairs-Pernick Drain (F.A. #20) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated installing a new 18 inch culvert on ramp S; however, during construction an existing 15 inch culvert was located that was in good condition. The engineer directed the contractor to eliminate the 18 inch culvert, extend the 15 inch culvert, and add new end sections to the 15 inch culvert. When the final balancing contract modification is completed, there will be an offset for this item due to the elimination of the 18 inch culvert. The extra cost for Sewer, Cl A, 15 inch, Tr Det B and Culv End Sect, Conc, 15 inch was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Two drainage structure covers located outside the roadway had to be adjusted. The engineer directed the contractor to adjust the drainage structures. The extra cost for Dr Structure Cover, Adj, Case 1 was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

A 36 inch storm sewer had to be tapped into an existing drainage structure; the engineer directed the contractor to complete the work on northbound M-10. The extra cost for Dr Structure, Tap, 36 inch was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Several areas of the project were reviewed by the region soils engineer; two main areas were on southbound M-10 and ramp J. They determined that geotextile stabilization should be used to help strengthen the soils. The engineer directed the contractor to place the geotextile stabilization in the areas. The extra cost for Geotextile, Stabilization was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The plans did not indicate the use of mulch to protect the soils until the grass seed started. The engineer directed the contractor to place the mulch to help protect the soil from erosion, and to help the grass seeds to germinate. The extra cost for Mulch was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Several 12 inch sewers were partially removed as part of the project. To protect the back fill from being pulled into the sewers, the engineer directed the contractor to bulkhead off the lines. The extra cost for Sewer Bulkhead, 12 inch was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Several areas of the project were reviewed by the region soils engineer and found to contain unsuitable soils. They determined that the soils needed to be removed. The engineer directed the contractor to undercut the soils in these areas. The extra cost for Subgrade Undercutting, Type I was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

274. **Extra 2007 - 119**

Control Section/Job Number: 63101-54301 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Hubbell, Roth & Clark, Inc.
Engineer's Estimate: \$17,951,174.95

Description of Project:

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	357,019.56	+ 2.44%
Total of Extras/Adjustments (Approved to Date):	1,802,035.58	+ 12.34%
Total of Negative Adjustments (Approved to Date):	(1,200.00)	- 0.01%
THIS REQUEST	<u>23,718.59</u>	<u>+ 0.16%</u>
Revised Total	<u>\$16,783,819.40</u>	+ 14.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.77% over the original budget for an **Authorized to Date Amount** of \$16,760,100.81.

Approval of this extra will place the authorized status of the contract 14.93% or \$2,181,573.73 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06
2007-32	3, 5 r. 1, 6 r. 1, 7, 8 r. 1, 9, 10, 11, 12 r. 1, 13, 14	\$166,690.90	03/06/07
2007-62	15, 16, 17 r. 1	\$39,409.01	05/01/07
2007-90	19	\$165,830.63	07/03/07

Contract Modification Number(s): 23, 27

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 23

Dr Structure, 1500 mm dia	2.000 Ea @ \$1,983.01/Ea	\$3,966.02
Manhole Riser	4.004 m @ \$648.00/m	2,594.59
Freight Charges for Resteel Delivery		350.00
Dr Structure, Tap, 150 mm	5.000 Ea @ \$215.00/Ea	<u>1,075.00</u>
Total		<u>\$7,985.61</u>

CM 27

Mh, Sanitary, 1800 mm, Add Depth, 2400-4500	3.430 m @ \$610.00/m	\$2,092.30
Mh, Sanitary, 1800 dia	2.000 Ea @ \$5,572.34/Ea	11,144.68
Gate Well Cover, Adj, Case 2	8.000 Ea @ \$312.00/Ea	<u>2,496.00</u>
Total		<u>\$15,732.98</u>

Grand Total

\$23,718.59

Reason(s) for Extra(s)/Adjustment(s):

CM 23

The contractor was directed by the engineer to install a drainage structure to connect the existing 1500 mm sewer to the new sewer system. This item was originally set up on contract modification 14 and is now being increased to match the number needed to date. The extra cost for Dr Structure, 1500 mm dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

The contract was set up for the item MH, Precast Tee, CI IV, 1800mm, but it did not provide for the extension to bring the manholes up to grade. The contractor was directed by the engineer to extend the manholes up to the proper grade. This item was originally set up on contract modification 8 and is now being increased to match the amount needed to date. The extra cost for Manhole Riser was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The plans correctly detailed the spacing and reinforcement bar sizes, but the number of bars was miscalculated. Due to this error in the quantity of reinforcement steel required for the project, additional reinforcement steel needed to be ordered and delivered to the project. This required the reinforcement steel supplier to make another trip to deliver the additional reinforcement steel to keep the project going. This item was originally set up on contract modification 13 and is now being increased due to an additional delivery that needed to be completed. The Resident Engineer determined that due to the relatively low dollar value of the extra that they would not seek to recoup the amount from the designer. The extra cost for Freight Charges for Resteel Delivery was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is based on the invoice from the steel supplier.

The project was set up with 150 mm underdrain; however, it did not have the outlet for the drains set up. The contractor was directed by the engineer to tap the underdrain into an existing structure. This item was originally set up on contract modification 5 and is now being increased to match the number needed to date. The extra cost for Dr Structure, Tap, 150 mm was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index.

CM 27

The contract was set up for new 1200 mm diameter drainage structures for the sanitary line near the interchange of Franklin Road and I-696. The engineer determined that with the number and size of the sanitary lines connecting to the drainage structures, a larger size would be needed. The engineer directed the contractor to use 1800 mm diameter drainage structures in lieu of the 1200 mm diameter. Since the depth of the sanitary line is greater than 2400 mm, the manholes will also require an additional pay item for the added depth. These items will be slightly offset by a reduction in original items when the project is balanced at its completion. The extra cost for Mh, Sanitary, 1800 mm, Add Depth, 2400-4500 and Mh, Sanitary, 1800 dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar items.

The engineer directed the contractor to adjust the gate well covers at eight locations near the interchange of Franklin Road and I-696. The extra cost for Gate Well Cover, Adj, Case 2 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar types of work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

275. **Extra 2007 - 120**

Control Section/Job Number: 82011-58909 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp MI 48315

Designed By: MDOT

Engineer's Estimate: \$2,058,461.91

Description of Project:

Bridge replacement and approach work on fascia beam on US-12 eastbound under westbound Ecorse Road and fascia beam painting on US-12 under Norfolk Southern Railroad, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 18, 2006	
Original Contract Amount:	\$1,804,375.51	
Total of Overruns/Changes (Approved to Date):	(6,932.56)	- 0.38%
Total of Extras/Adjustments (Approved to Date):	190,598.00	+ 10.56%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>17,745.91</u>	<u>+ 0.98%</u>
Revised Total	<u>\$2,005,786.86</u>	+ 11.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.18% over the original budget for an **Authorized to Date Amount** of \$1,988,040.95.

Approval of this extra will place the authorized status of the contract 11.16% or \$201,411.35 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-05	4	\$132,757.86	02/06/07

Contract Modification Number(s): 7 r. 1, 13 r. 1, 14

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Damaged Type C Lights	18.000 Ea @ \$5.00/Ea	<u>\$90.00</u>
Total		<u>\$90.00</u>

CM 13

Sewer Bulkhead, 36 inch	1.000 Ea @ \$450.00/Ea	\$450.00
Steel Sheet Piling, Temp	545.280 Sft @ \$10.60/Sft	<u>5,779.97</u>
Total		<u>\$6,229.97</u>

CM 14

Traffic Control Adjustment	1.000 LS @ \$11,425.94/LS	<u>\$11,425.94</u>
Total		<u>\$11,425.94</u>

Grand Total

\$17,745.91

Reason(s) for Extra(s)/Adjustment(s):

CM 7

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged Type C Lights, will reimburse the contractor for damaged lights at the contract bid rate of \$5 per light, as the traffic control device unit cost was under \$15.

CM 13

The sewer bulkhead item was set up on a previous contract modification; this now represents the number used on the project to date. An existing 36 inch sewer was located within the proposed work area which was no longer needed. The engineer directed the contractor to cap or bulkhead the line in lieu of removing the entire line at an additional expense. The extra cost for Sewer Bulkhead, 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The engineer determined that some of the temporary steel sheet piling shown on the plans could be pulled and reused on the project. The engineer directed the contractor to remove and reuse the sheet piling which could be removed without compromising the road integrity or the integrity of the bridge foundations. This item was set up on a previous contract modification; the amount included now represents what has been needed on the project to date. When the project is completed and the items are balanced; there will be a reduction in the original bid item. The extra cost for Steel Sheet Piling, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

CM 14

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had approved extensions of time totaling 31 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in original bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and are now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48112.

276. Extra 2006 - 121

Control Section/Job Number:	33045-82839	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Highway Service Co., Inc. 26401 Hall Road Woodhaven, MI 48183	
Designed By:	MDOT	
Engineer's Estimate:	\$248,336.26	
Description of Project:	0.36 miles of overhead sign structure upgrades including signs on I-496 westbound at Grand Avenue and exit ramp to Larch Street (Cedar Street) in the City of Lansing, Ingham County.	

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	November 17, 2005	
Original Contract Amount:	\$313,772.03	
Total of Overruns/Changes (Approved to Date):	(99,000.00)	- 31.55%
Total of Extras/Adjustments (Approved to Date):	139,800.00	+ 44.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>10,385.51</u>	<u>+ 3.31%</u>
Revised Total	<u>\$364,957.54</u>	+ 16.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.00% over the original budget for an **Authorized to Date Amount** of \$354,572.03.

Approval of this extra will place the authorized status of the contract 16.31% or \$51,185.51 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-122	1	\$139,800.00	09/05/06

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Fabricated Resteel Cage	<u>\$10,385.51</u>
Total	<u>\$10,385.51</u>

Reason(s) for Extra(s)/Adjustment(s):

The engineer directed the contractor to change the as-planned 42 inch diameter truss foundations to 48 inch diameter truss foundations. This change was directed due to a conflict with the steel reinforcement and anchor bolt configuration as depicted on the plans. Most of the items associated with this change occurred on contract modification 1. The contractor already had fabricated some of the steel reinforcement for the foundations. The engineer determined that the contractor was entitled to the time spent fabricating the steel cages, and the materials purchased that could not be returned or used at other locations. The extra cost for Fabricated Resteel Cage was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 99.20%; State Restricted Trunkline, 0.80%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48823.

277. **Extra 2007 - 122**

Control Section/Job Number:	82062-59881	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit and the total amount also exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Orchard, Hiltz & McCliment, Inc.	
Engineer's Estimate:	\$17,801,817.81	
Description of Project:	3.3 kilometers of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.	

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	720,766.32	+ 4.19%
Total of Extras/Adjustments (Approved to Date):	3,522,492.02	+ 20.50%
Total of Negative Adjustments (Approved to Date):	(3,918.50)	- 0.02%
THIS REQUEST	<u>260,000.00</u>	<u>+ 1.51%</u>
Revised Total	<u>\$21,684,117.43</u>	+ 26.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.67% over the original budget for an **Authorized to Date Amount** of \$21,424,117.43.

Approval of this extra will place the authorized status of the contract 26.18% or \$4,499,339.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05
2005-143	24, 25 r. 1	\$1,816,436.12	12/06/05
2006-007	28	\$327,467.00	02/07/06
2006-042	26	\$9,897.70	04/04/06
2006-053	31, 33	\$162,586.00	05/02/06
2006-070	34, 35	\$170,690.01	06/06/06
2003-113	36	\$17,639.45	09/05/06
2006-161	37	\$19,660.65	11/07/06
2007-16	42, 43	\$118,487.95	02/06/07

Contract Modification Number(s): 50

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 50

Miscellaneous Utility Conflict Force Account Budget	\$120,000.00
ADA Sidewalk Force Account Budget	<u>140,000.00</u>
Total	<u>\$260,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 50

The item Miscellaneous Utility Conflict Force Account Budget was set up on contract modification 22 as a budget amount to compensate the contractor for miscellaneous items on the project. Some of the miscellaneous items that are included in this item on both contract modifications are as follows:

- Conflicts encountered by the contractor during watermain and storm sewer installation. These conflicts involve obstructions that were not shown on the plans. These obstructions included existing headwalls, existing sewer and box culverts, corduroy, an archeological excavation, underground vaults and other debris.
- Typical urban conflicts with utilities that were not shown on the plans during the installation of the watermain and storm sewer construction.
- Work performed to repair/maintain existing traffic signal systems throughout the project until new traffic signals were installed including street lights and a pedestrian signal damaged by traffic.

- Relocating a traffic signal strain pole that was conflicting with business access.
- Other miscellaneous force accounts that included reconstructing existing basement vaults during sidewalk construction, removing contaminated material from existing underground vaults, work in connection with the removal of a sanitary sewer line that conflicted with the new pavement structure.

The engineer directed the contractor to complete this work. This item was originally set up on contract modification 22 and now represents the budget amount to date. The extra item Miscellaneous Utility Conflict, Force Account Budget will establish a budget for all of this extra work and the final extra cost for this item will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

This project was let in June 2004 and prior to the acceptance of the project MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. Due to this change and the pedestrian traffic in the area, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the project limits. The extra item ADA Sidewalk Force Account Budget will establish a budget for all of this extra work. The extra cost for ADA Sidewalk Force Account Budget will be based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 71.31%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; City of Detroit 13.23%; SBC Communications, 0.10 %, State Restricted Trunkline, 14.13%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

278. **Extra 2007 - 123**

Control Section/Job Number: 82544-84857 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: HNTB Michigan, Inc.
Engineer's Estimate: \$1,339,044.43

Description of Project:

2.13 miles of median improvements on Livernois Avenue from McNichols to Eight Mile Road in the City of Detroit, Wayne County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 16, 2006	
Original Contract Amount:	\$1,454,835.38	
Total of Overruns/Changes (Approved to Date):	70,891.09	+ 4.87%
Total of Extras/Adjustments (Approved to Date):	187,671.40	+ 12.90%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>79,050.00</u>	+ 5.43%
Revised Total	<u>\$1,792,447.87</u>	+ 23.20%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.77% over the original budget for an **Authorized to Date Amount** of \$1,713,397.87.

Approval of this extra will place the authorized status of the contract 23.20% or \$337,612.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-20	4 r. 2	\$177,671.40	03/06/07

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Sidewalk Ramps, ADA, Modified, Special	1,960.000 Sft @ \$10.00/Sft	\$19,600.00
Sidewalk Conc, 6 inch, Modified, Special	2,350.000 Sft @ \$5.00/Sft	11,750.00
Sidewalk, Conc 4", Modified, Special	6,200.000 Sft @ \$5.00/Sft	31,000.00
Sidewalk Ramp ADA Insert	500.000 Sft @ \$33.40/Sft	16,700.00
Total		<u>\$79,050.00</u>

Reason(s) for Extra(s)/Adjustment(s):

This project consisted of median improvements and sidewalk replacement on Livernois Avenue in the Detroit area. This project was let in February 2006 and prior to the acceptance of the project the standards for Americans with Disabilities Act (ADA) sidewalk ramps for both MDOT and the City of Detroit changed. Due to the pedestrian traffic in the area, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps within the project limits. The extra cost for Sidewalk Ramps, ADA, Modified, Special; Sidewalk Conc, 6 inch, Modified, Special; Sidewalk, Conc 4", Modified, Special, and Sidewalk Ramp ADA Insert was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and other Detroit contracts.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007, meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Detroit, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

279. **Extra 2007 - 124**

Control Section/Job Number: 06111-55125 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Payne & Dolan, Inc.
P O Box 351
Gladstone, MI 49837

Designed By: MDOT

Engineer's Estimate: \$27,537,563.80

Description of Project:

13.21 miles of rubblizing and resurfacing, hot mix asphalt overlay, culvert rehabilitation, culvert replacement, and guardrail upgrades on I-75 from Lincoln Road to Arenac/Ogemaw County line and bridge rehabilitation on M-33 over I-75, and M-33 connector over Lake State Railway and old M-76 in Adams, Deep River and Moffatt Townships, Arenac County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 20, 2005	
Original Contract Amount:	\$29,089,992.02	
Total of Overruns/Changes (Approved to Date):	2,695,578.44	+ 9.27%
Total of Extras/Adjustments (Approved to Date):	1,914,652.88	+ 6.58%
Total of Negative Adjustments (Approved to Date):	(138,138.35)	- 0.47%
THIS REQUEST	<u>12,390.00</u>	+ 0.04%
Revised Total	<u>\$33,574,474.99</u>	+ 15.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.38% over the original budget for an **Authorized to Date Amount** of \$33,562,084.99.

Approval of this extra will place the authorized status of the contract 15.42% or \$4,484,482.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-136	12	\$686,000.00	10/03/06
2006-141	1, 21	\$1,146,980.55	11/07/06
2006-170	23	\$9,938.25	12/19/06
2007-077	34	\$15,230.26	06/05/07

Contract Modification Number(s): 35

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 35

Damaged and Replaced Barricade Lights	1,239.000 Ea @ \$10.00/Ea	<u>\$12,390.00</u>
Total		<u>\$12,390.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged and Replaced Barricade Lights, will reimburse the contractor for damaged lights at the contract bid rate \$10 per light, as the traffic control device unit cost was under \$15.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its September 4, 2007 meeting.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48659.

280. **Extra 2007 - 125**

Control Section/Job Number: 19022-60136 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT

Engineer's Estimate: \$2,997,793.35

Description of Project:

430 ft of hot mix asphalt cold milling and resurfacing on Grange Road and 2400 ft on interchange ramps, 800 ft of reconstructing Clark Road and realigning ramp, and superstructure replacement on I-96 over Grange Road, Clinton County. This project includes a 5 year materials and workmanship warranty.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 27, 2007	
Original Contract Amount:	\$2,919,238.09	
Total of Overruns/Changes (Approved to Date):	22,394.35	+ 0.77%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>145,000.00</u>	+ <u>4.97%</u>
Revised Total	<u>\$3,086,632.44</u>	+ 5.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.77% over the original budget for an **Authorized to Date Amount** of \$2,941,632.44.

Approval of this extra will place the authorized status of the contract 5.74% or \$167,394.35 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Costs for Accelerating Bridge Completion	1.000 LS @ \$145,000.00/LS	<u>\$145,000.00</u>
Total		<u>\$145,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The project was originally set up to be completed by October 26, 2007; the engineer directed the contractor to complete the project by August 3, 2007. This would save approximately 12 weeks of impact to traffic, in return MDOT would compensate the contractor an amount that was a reasonable estimation of the direct costs the contractor would incur to meet the accelerated schedule. The extra cost for Costs for Accelerating Bridge Completion was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the additional work that is required to expedite the project.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on September 4, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48822.

281. Extra 2007 - 126

Control Section/Job Number:	35031-60135	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Cordes Excavating, Inc. 704 East Progress Street Hillman, MI 49746	
Designed By:	MDOT	
Engineer's Estimate:	\$489,031.03	
Description of Project:	0.18 miles of bridge removal, roadway reconstruction, and culvert placement on US-23 from north of Keystone Road to south of Gypsum Road, Iosco County. This project includes a 5 year materials and workmanship pavement warranty.	

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 15, 2006	
Original Contract Amount:	\$412,084.69	
Total of Overruns/Changes (Approved to Date):	(20,160.00)	- 4.89%
Total of Extras/Adjustments (Approved to Date):	39,059.15	+ 9.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>33,183.11</u>	+ <u>8.05%</u>
Revised Total	<u>\$464,166.95</u>	12.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.59% over the original budget for an **Authorized to Date Amount** of \$430,983.84.

Approval of this extra will place the authorized status of the contract 12.64% or \$52,082.26 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Subbase, CIP	2,361.000 Cyd @ \$11.51/Cyd	\$27,175.11
Underdrain, Outlet Ending, 6 inch	2.000 Ea @ \$100.00/Ea	200.00
Underdrain, Subbase, 6 inch	1,600.000 Ft @ \$3.63/Ft	<u>5,808.00</u>
Total		<u>\$33,183.11</u>

Reason(s) for Extra(s)/Adjustment(s):

The typical cross-section in the bidding documents indicated placing 18 inches of sand subbase under the aggregate for the project. The pay item for the subbase did not appear in the proposal as a specific item of work and was not included in the price bid for other items in the contract. The engineer directed the contractor to place the subbase material as indicated on the cross-sections. The extra cost for Subbase, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and similar quantities in MDOT's Average Unit Price Index.

The plans did not show installing subbase underdrain on the project. In order to provide drainage for the subbase the engineer directed the contractor to install the underdrain and outlets for the underdrain. The extra cost for Underdrain, Outlet Ending, 6 inch and Underdrain, Subbase, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48763.

282. **Extra 2007 - 128**

Control Section/Job Number:	82021-74150	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$2,523,337.16	
Description of Project:		

Demolish existing rest area building, construct new 4 restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	119,973.46	+ 5.18%
Total of Extras/Adjustments (Approved to Date):	189,996.87	+ 8.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,595.00</u>	<u>+ 0.11%</u>
Revised Total	<u>\$2,630,342.49</u>	+ 13.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.38% over the original budget for an **Authorized to Date Amount** of \$2,627,747.49.

Approval of this extra will place the authorized status of the contract 13.49% or \$312,565.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-26	7 r. 1	\$12,462.28	03/06/07
2007-54	6	\$2,785.00	04/03/07
2007-87	10	\$22,546.50	6/19/07
2007-105	11	\$7,791.00	08/07/07

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Delineator Reflector, Red	4.000 Ea @ \$17.00/Ea	\$68.00
Delineator Reflector, White	44.000 Ea @ \$17.00/Ea	748.00
Delineator, Reflec Sheet, 3" x 6", Yellow	12.000 Ea @ \$17.00/Ea	204.00
Post, Delineator	25.000 Ea @ \$35.00/Ea	875.00
Post, Flexible, Delineator	14.000 Ea @ \$50.00/Ea	700.00
Total		<u>\$2,595.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The engineer directed the contractor to install delineators within the Belleville Rest Area limits to provide guidance for the motoring public, even though they were not shown on the original plans. The extra costs for Delineator Reflector, Red; Delineator Reflector, White; Delineator, Reflec Sheet, 3" x 6", Yellow; Post, Delineator and Post, Flexible, Delineator were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board at its September 4, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48111.

283. **Extra 2007 - 130**

Control Section/Job Number: 82192-51514 MDOT Project

State Administrative Board: This project exceeds the 6% Ad Board limit for reviewing extras.
This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission: Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$9,676,283.55

Description of Project:

Two bridge replacements, two superstructure replacements, and approach work on M-39 under Rotunda Avenue, under Paul Avenue, under Warren Avenue, and under Tireman Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 20, 2005	
Original Contract Amount:	\$9,038,700.67	
Total of Overruns/Changes (Approved to Date):	492,770.51	+ 5.45%
Total of Extras/Adjustments (Approved to Date):	835,578.72	+ 9.24%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,075.00</u>	<u>+ 0.01%</u>
Revised Total	<u>\$10,368,124.90</u>	+ 14.70%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.69% over the original budget for an **Authorized to Date Amount** of \$10,367,049.90.

Approval of this extra will place the authorized status of the contract 14.70% or \$1,329,424.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-35	6 r. 3	\$500,000.00	03/06/07
2007-92	11	\$200,000.00	07/03/07

Contract Modification Number(s): 12

This contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Extra – Rem Pavt Marking + 6” Width	500.000 Ft @ \$0.50/Ft	\$250.00
Extra – Rem Spec Marking	500.000 Sft @ \$1.65/Sft	<u>825.00</u>
Total		<u>\$1,075.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The project was not originally set up with a removal item for the special markings or the pavement markings wider than six inches. The engineer directed the contractor to remove the markings so they would not conflict with temporary pavement markings for the maintenance of traffic. The extra costs for Extra-Rem Pavt Marking + 6” Width and Extra-Rem Spec Marking were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT’s Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at it August 23 2007, meeting, and are now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.98%; City of Detroit, 2.17%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223.

284. **Extra 2007 - 131**

Control Section/Job Number: 03479-84491 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010

Designed By: Prein & Newhof
Engineer's Estimate: \$797,863.20

Description of Project:

0.40 miles of street and parking lot improvements including earthwork, hot mix asphalt pavement, concrete curb and gutter, sidewalk, sanitary sewer, water main and pavement markings on Water Street from southeast of State Street northwesterly to Monroe Street and State Street from southwest of Brady Street northeasterly to Water Street, in the City of Allegan, Allegan County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 7, 2006	
Original Contract Amount:	\$724,785.45	
Total of Overruns/Changes (Approved to Date):	100,369.00	+ 13.85%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>84,760.60</u>	<u>+ 11.69%</u>
Revised Total	<u>\$909,915.05</u>	+ 25.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.85% over the original budget for an **Authorized to Date Amount** of \$825,154.45.

Approval of this extra will place the authorized status of the contract 25.54% or \$185,129.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

This contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

HMA Removal, Special	8,000.000 Syd @ \$1.50/Syd	\$12,000.00
Install Approach Terminal, Type BCT	2.000 Ea @ \$787.50/Ea	1,575.00
Water Service, 1 inch	505.000 Ft @ \$18.00/Ft	9,090.00
Water Service, 1 inch Tap Incl Corp Stop	17.000 Ea @ \$500.00/Ea	8,500.00
Water Service, 1 inch Curb Stop	16.000 Ea @ \$400.00/Ea	6,400.00
Water Main, 12" x 12" x 12" Tee	2.000 Ea @ \$800.00/Ea	1,600.00
Water Main, 12" Cap	3.000 Ea @ \$300.00/Ea	900.00
Water Main, 12" x 8" Reducer	1.000 Ea @ \$320.00/Ea	320.00
Water Main, 12" Sleeve	2.000 Ea @ \$1,650.00/Ea	3,300.00
Water Main, 8" x 6" Reducer	1.000 Ea @ \$190.00/Ea	190.00
Water Service, 2" Curb Stop & Box	1.000 Ea @ \$750.00/Ea	750.00
Water Main, 8" Cap	1.000 Ea @ \$130.00/Ea	130.00
Expose Water Main and Remove Fittings	1.000 Ea @ \$1,302.60/Ea	1,302.60
Water Main, 6" Cap	2.000 Ea @ \$100.00/Ea	200.00
Water Main, 14" Cap	2.000 Ea @ \$520.00/Ea	1,040.00
Water Main, 16" x 12" Reducer	1.000 Ea @ \$750.00/Ea	750.00
Water Main, 10"	40.000 Ft @ \$50.00/Ft	2,000.00
Water Main, 12" 90 Degree Bend	1.000 Ea @ \$500.00/Ea	500.00
Water Main, 6" 45 Degree Bend	9.000 Ea @ \$225.00/Ea	2,025.00
Water Main, Post Indicator Valve	1.000 Ea @ \$1,450.00/Ea	1,450.00
Water Main, 12" x 12" x 10" Tee	1.000 Ea @ \$700.00/Ea	700.00
Water Main, 10" 45 Degree Bend	2.000 Ea @ \$350.00/Ea	700.00
Water Main, 10" Sleeve	1.000 Ea @ \$1,200.00/Ea	1,200.00
Water Main, 10" Valve and Box	1.000 Ea @ \$1,450.00/Ea	1,450.00
Exploratory Dig #3	1.000 Ea @ \$2,390.00/Ea	2,390.00
Water Main Exploratory Dig #1	1.000 Ea @ \$1,763.00/Ea	1,763.00
Water Main Exploratory Dig #2	1.000 Ea @ \$1,583.00/Ea	1,583.00
Sanitary Manhole, Special	1.000 Ea @ \$1,350.00/Ea	1,350.00
Sanitary Sewer Tie in at Bridge	1.000 LS @ \$1,200.00/LS	1,200.00
Conduit, DB, 2, 4 inch	660.000 Ft @ \$22.00/Ft	14,520.00
Dr Structure, 24 inch dia	2.000 Ea @ \$900.00/Ea	1,800.00
Masonry and Conc Structure, Rem	10.400 Cyd @ \$75.00/Cyd	780.00
Dr Structure, Tap, 6 inch	1.000 Ea @ \$150.00/Ea	150.00
Underdrain, Subbase, 6 inch	256.000 Ft @ \$4.50/Ft	1,152.00
Total		<u>\$84,760.60</u>

Reason(s) for Extra(s)/Adjustment(s):

Existing conditions of the pavement being removed did not correlate with the soil borings taken prior to construction. As per Section 204.04.B.1 of the 2003 Standard Specification for Construction, the removal of Hot Mix Asphalt (HMA) surface over five inches thick overlying a material which is to be removed will be measured and paid for as Pavt, Rem. The engineer and contractor agreed to remove and pay for this item as HMA Removal, Special at a cost less than the Pavt, Rem item set up on the contract. The extra costs for HMA Removal, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index.

The existing guardrail terminals at the bridge on State Street had to be removed and reinstalled to allow for sanitary sewer construction. The engineer directed the contractor to remove and replace the terminals. The extra costs for Install Approach Terminal, Type BCT was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

After the project was let, the city requested additional water main work performed on the Water Street section of the project. The engineer directed the contractor to complete the work. The extra costs for Water Service, 1 inch; Water Service, 1 inch Tap Incl Corp Stop; Water Service, 1 inch Curb Stop; Water Main, 12" x 12" x 12" Tee; Water Main, 12" Cap; Water Main, 12" x 8" Reducer; Water Main, 12" Sleeve; Water Main, 8" x 6" Reducer; Water Service, 2" Curb Stop & Box; Water Main, 8" Cap; Expose Water Main and Remove Fittings; Water Main, 6" Cap; Water Main, 14" Cap, and Water Main, 16" x 12" Reducer were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

The old plans used to design the new water main were not accurate. This caused several extras to complete the water main, as well as some exploratory digging to determine existing conditions. The engineer directed the contractor to complete the work. The extra costs for Water Main, 10"; Water Main, 12" 90 Degree Bend; Water Main, 6" 45 Degree Bend; Water Main, Post Indicator Valve; Water Main, 12" x 12" x 10" Tee; Water Main, 10 " 45 Degree Bend; Water Main, 10" Sleeve; Water Main, 10" Valve and Box; Exploratory Dig #3; Water Main Exploratory Dig #1 and Water Main Exploratory Dig #2 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

Due to the many changes described above and the lack of accurate water main records, a sanitary sewer manhole was added to help construction phasing. Without the manhole, the contractor would have had to shut down all work on site for a period of four days because of a water main conflict that would prohibit the continuation of the sanitary sewer construction. The engineer directed the contractor to install the sanitary sewer manhole to keep the project moving and not delay a scheduled shut down of the water main planned for four days later. The extra costs for Sanitary Manhole, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

The existing sanitary sewer at the Second Street bridge varied from the plan and required additional work to complete. The engineer directed the contractor to complete the additional work. The extra costs for Sanitary Sewer Tie in at Bridge was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials needed to complete the work. This extra work is 100 percent funded by the City of Allegan.

The city requested additional conduit installed for future electrical work for street lighting. The engineer directed the contractor to install the conduit. The extra cost for Conduit, DB, 2, 4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

The proposed curb alignment was revised by the city prior to construction starting. The revisions near station 50+50 on Water Street required the addition of a two foot diameter catch basin. During construction of the water main at the intersection of Cutler and Water Streets, an existing storm catch basin was undermined and had to be removed. The catch basin was replaced with a two foot diameter drainage structure. The extra costs for Dr Structure, 24 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

While completing the work in the parking lot, an old foundation was found that conflicted with the proposed work. The city requested that the foundation be removed. The engineer directed the contractor to remove the foundation to complete the work. The extra costs for Masonry and Conc Structure, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This extra work is 100 percent funded by the City of Allegan.

At the request of the city, two existing roof drains were tied into the storm water sewer system at Water Street and State Street. The engineer directed the contractor to connect the roof drains to the storm sewer system. The extra costs for Underdrain, Subbase, 6 inch and Dr Structure, Tap, 6 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 23, 2007 meeting, and is now recommended for approval by the State Administrative Board on September 4, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 52.76%; State Restricted Trunkline, 13.19%; City of Allegan, 34.05%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49010.

OVERRUNS

285. **Overrun 2007 – 26**

Control Section/Job Number: 41131-76354 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$2,780,627.42

Description of Project:

39.0 miles of freeway signing upgrading on US-131 from the Allegan County line to one mile south of the Kent/Montcalm County line in the cities of Wyoming, Grand Rapids and Walker, in the townships of Byron, Plainfield, Algoma, Solon and Nelson, Kent County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	January 26, 2005	
Original Contract Amount:	\$2,892,253.24	
Total of Overruns/Changes (Approved to Date):	289,225.32	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	220,648.92	+ 7.63%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>84,200.00</u>	+ <u>2.91%</u>
Revised Total	<u>\$3,486,327.48</u>	+20.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.63% over the original budget for an **Authorized to Date Amount** of \$3,402,127.48.

Approval of this overrun will place the authorized status of the contract 20.54% or \$594,074.24 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sign, Type IA	4,210.00 Sft @ \$20.00/Sft	<u>\$84,200.00</u>
Total		<u>\$84,200.00</u>

Reason(s) for Overrun(s):

The font type and sheeting type changed to a new standard after the project was let. The interchange of US-131 and M-6 was originally going to be gapped out as part of this project because the signs were relatively new. With the change in the sheeting type and font, the engineer directed the contractor to also replace the signs on this interchange. This caused the increase in the quantity of Sign, Type IA causing an overrun in the original item.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its September 4, 2007 meeting.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49512.

286. **Overrun 2007 - 27**

Control Section/Job Number: 46062-M60637 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: MDOT
Engineer's Estimate: \$133,214.53

Description of Project:

0.16 miles of hot mix asphalt shoulder widening, curb and gutter, and storm sewer on US-223 from the east village limits of Blissfield easterly to Silberhorn Highway, Lenawee County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 5, 2006	
Original Contract Amount:	\$125,028.46	
Total of Overruns/Changes (Approved to Date):	12,502.85	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>2,638.36</u>	+ <u>2.11%</u>
Revised Total	<u>\$140,169.67</u>	+ 12.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$137,531.31.

Approval of this overrun will place the authorized status of the contract 12.11% or \$15,141.21 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA Approach	37.160 Ton @ \$71.00/Ton	<u>\$2,638.36</u>
Total		<u>\$2,638.36</u>

Reason(s) for Overrun(s):

The project was set up to extend the shoulder to a new curb. When construction started it was determined that the existing shoulder would not hold up in the future as intended. The engineer directed the contractor to remove the existing shoulder and repave the area; this caused the increase in the quantity of HMA Approach causing an overrun in the original item.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its September 4, 2007 meeting.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49228.

287. **Overrun 2007 - 28**

Control Section/Job Number: 77412-59264 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Raymond Excavating Company
800 Gratiot Blvd.
Marysville, MI 48040

Designed By: BMJ Engineers & Surveyors, Inc.
Engineer's Estimate: \$143,668.95

Description of Project:

1.00 mile of hot mix asphalt bicycle path with earth graded shoulders, concrete sidewalk and restoration on Fort Gratiot bicycle path from the intersection of M-25 and Keewahdin Road to center of Section 16, St Clair County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 17, 2006	
Original Contract Amount:	\$218,865.06	
Total of Overruns/Changes (Approved to Date):	21,886.51	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,296.72	+ 0.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,264.80</u>	+ <u>2.86%</u>
Revised Total	<u>\$248,313.09</u>	+ 13.45%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.59% over the original budget for an **Authorized to Date Amount** of \$242,048.29.

Approval of this overrun will place the authorized status of the contract 13.45% or \$29,448.03 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sidewalk, Conc, 4 inch	1693.190 Sft @ \$3.70/Sft	<u>\$6,264.80</u>
Total		<u>\$6,264.80</u>

Reason(s) for Overrun(s):

One section of the project was designed to replace a five-foot wide concrete sidewalk with a ten-foot wide hot mix asphalt path. Due to a township ordinance, the asphalt had to be changed to concrete, which caused the increase in the quantity of Sidewalk, Conc, 4 inch, and resulted in an overrun of the original item.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its September 4, 2007 meeting.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; St. Clair County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48059.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 29, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: September 4, 2007 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACT

1. *HIGHWAYS - Design Consultant Services

Contract (2007-0761) between MDOT and Aerocon Photogrammetric Services, Inc., will provide for photogrammetric and survey services to be performed to provide information necessary for the development of engineering reports for the reconstruction of I-75 from the State Fair grounds to M-59 in Wayne and Oakland Counties (CS 63174 - JN 87554). This contract will provide for Phase I of two phases. The work items in Phase I will consist of high altitude flight and associated mapping, orthophotography, and survey work. Phase II will consist of low altitude flight and associated mapping, orthophotography, and survey work and will be requested at a later date, if required. The contract will be in effect from the date of award through December 31, 2008. The contract amount will be \$741,388.54. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This project is critical to allow the rehabilitation of I-75, which will reduce congestion and user delays on I-75 and within Metro Region to create time/cost savings, to move forward. The information gained from the engineering reports will be used in the planning and design work for the addition of a high occupancy vehicle lane (HOV) and will advance the design of the I-75 rehabilitation to allow minimal impacts on the corridor's residents and businesses. The data resulting from the photogrammetric services will provide the basis for the engineering reports, which will help to identify right-of-way impacts, cost saving measures, and realistic maintenance of traffic scenarios and will allow the development of individual projects with independent utility requirements for advanced construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of photogrammetry and survey services for the development of engineering reports for the rehabilitation of I-75. The resulting data will aid in reducing the footprint developed in the Environmental Impact Statement (EIS) to minimize direct impacts, allow the development of viable, construction alternatives with the least intrusion on the community, and allow MDOT to analyze the potential for any possible independent projects within the corridor.

Benefit: The photogrammetry and survey information provided will allow further refinement of the footprint from the EIS and will allow MDOT to make informed decisions in the corridor for the development of construction staging and independent improvements and the preparation of future financing for the project. If the engineering report is not completed, there will be a gap in the studies of this corridor, which has been identified as an HOV candidate and is therefore eligible for increased funding opportunities, including public-private partnership or possible use as a toll road. Without this engineering report, funding opportunities could be lost for the rehabilitation of 36 miles of freeway.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the necessary engineering reports may not be completed to the required level of detail for pre-design activities.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of August 29, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Transportation and Natural Resources Committee Report covering the regular meeting held August 29, 2007, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON